VOLUME VI NUMBER 18

May 20, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

Cartoonist: Winston Beaumont

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY THURSDAY NIGHT

SPORTSMAN TT AND FLAT TRACK RACES, Trojan Raceway, South Gate, Ca.

EVERY FRIDAY NIGHT

SPEEDWAY RACING, Saugus Speedway, Saugus, Calif. 8:30 p.m.

1/2 MILE FLAT TRACK RACES, Ascot Park, Gardena, Calif. 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, east of Perris, Calif.

TT RACES, Perris, Calif. 7 p.m., Class C, Info: (714) 657-3678.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif.

SPORTSMAN SCRAMBLES, Hayward Speedway, Hayward, Calif. Class C, 7:30 p.m. Info: (415) 537-6861.

SPORTSMAN SCRAMBLES, Bellingham, Wash. Starting May 17. 7:30 pm.

TT SCRAMBLES, Triple M Speedway, Simpson Lane, Marysville, Calif. 8 p.m. Info: (916) 742-5022.

SPORTSMAN'S SHORT TRACK, Cycleland Speedway, 14 miles S. of Chino, Cal. Thru Sept. 20th. Info: 877-3395.

EVERY SUNDAY

MOTORCYCLE DRAG RACING, Lions Drag Strip, Wilmington, Calif. Info: (213) 424-0961.

FIRST SAT. OF EVERY MONTH

PROFESSIONAL TT RACES, Ascot Park, Gardena, Cal. 8 p.m.

FIRST SUNDAY OF EVERY MONTH

DESERT RACES, north of Palmdale, Calif. Limed from High Vista store, at Ave. J and 100th St. 1 p.m.

MOTORCYCLE RACES, Deadman's Point, Apply Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Practice 8 a.m., race 10 a.m. Info: Desert Challengers M.C., 71-339 Hwy. 111, Rancho Mirage, Cal. 92270.

3rd SUNDAY OF EVERY MONTH

MOTOCROSS, Deadman's Point, Apple Valley, Calif. 11 a.m. Info: (714) 247-7473 eves.

ROAD RIDE, 7th and Broadway, Santa Monica, Cal. Starts 10 a.m., Brunch stop, approx. 150 miles, everyone welcome.

THURSDAY, MAY 15TH

SPORTSMAN TT RACES, 50 lap Midseason Championship, Trojan Raceway, South Gate, Cal. 100cc class, 250cc regular program.

FRIDAY, MAY 16th

TT RACES, $600 purse, at Oregon Sidewinders M.C. track in Clackamas, Ore., south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

TT RACES, AMA, Tulare County Fairgrounds, Tulare, Cal. First race 8:15 p.m.

SATURDAY, MAY 17th

SHORT TRACK RACES, at Sonoma County Fairgrounds, Santa Rosa, Cal. AMA Sanction, retarded children's benefit, practice 5-6 p.m., race 6:30 p.m. Info: Don Moore, (707) 546-6695.

MOTOCROSS by C.M.C. at Fontana Cal. Raceway, San Bernardino Freeway to Etiwanda, North to 13444 Foothill Blvd.

SPORTSMAN SCRAMBLES: AMA points, 100cc, 200cc, 250cc, 350cc, 500cc, and Open; at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 7 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 days.

SUNDAY, MAY 18th

MOTOCROSS, Highway 47, Wills Point, Tex. By Roadrunners M.C. AMA sanction, 2 p.m.

FLATTRACK RACES at Tri-Angle Speedway, 2-1/2 mi. SW of Hermiston, Ore. Info: Pius Horning, Blue Mtn. M.C., P.O. Box 590, Hermiston, Ore. 97838.

11th ANNUAL IDAHO STATE Championship Hare and Hound, by Orofino M.C. Follow arrows west from Orofino or east from Kendreck. 30% trophies. Starts 10 a.m. Info: (208) 478-1238.

MOTOCROSS RACING, Class C, by Hi Boots M.C. of San Diego, Cal. AMA sanc. at Dehesa Speedway Motocross course. $600 purse. Sportsman & Professional classes. Riders in pro classes must have AMA Class C license. Race date does not interfere with Golden State Series. Take Interstate 8 to Harbison Canyon Rd. 3/4 mi to top of hill then turn right. Info: D. Emde, 4140 Arcadia Ave., Bonita, Cal. 92002.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

ROAD RACES, DRAGS, AND MOTOCROSS, Green Valley Raceway, 10 mi. N.E. of Fort Worth, Tex. Drags start noon, motos at 12:30, road racing at 2 p.m. Info: (817) 834-5591.

A.M.A. INVITATIONAL GRAND PRIX by Stump Jumpers & Saddleback at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

AMA PRO HALF MILE DIRT TRACK RACES. Purse $1200. San Jose Cty. Fairgrounds, 344 Tulley Rd. Warm ups noon, 1st race 2:15.

ARCHIE CLARK MEMORIAL SCRAMBLES by Lodi-Stockton-Port Stockton & Stockton Scramblers Motorcycle Clubs along with Lodi Elks Lodge at Lodi Cycle Bowl, 5801 Morse Road, Lodi, Cal. 95240.

AFM ROAD RACE, National Championship points, cash awards, at Carlsbad Raceway, Carlsbad, Calif. Practice 9:30 a.m., first race at 12:30.

1st ANNUAL MURDERS GULCH TRIALS Auburn, Cal., by Pacific International Trials Society. Sign-up 10 a.m., start 11 a.m. Interstate 80 east from Sacto to Auburn, Forrest Hill Rd. to Murders Gulch. Info: Harry Gable, 922-5140.

TT AND HILLCLIMB, Bay Mare Ranch, limed from Ventura Fwy. at Moorpark offramp in 1000 Oaks, Cal. All classes plus sidehacks, 8 a.m. practice, racing 9 a.m. Info: (213) 348-3349. Overnight camping.

OPEN PRACTICE, Sport riding, $1.50 per person, Huntington Beach Cycle Park. Info (714) 897-4458.

MOTOCROSS by Bushmasters M.C., Beaumont, Cal. Interstate 10 to Beaumont, Beam Ave. offramp, follow lime 2 mi. south. 10 a.m. start, trophies 50%. Info: (714) 849-8264.

15th ANNUAL RED ARROW ENDURO, approx. 100 miles, starts in Confidence, Calif., 13 miles east of Sonora on Hwy 108. First rider out at 10:01. Spark arresters a must. Post entries accepted. Info: Sonora Pass M.C., P.O. Box 259, Sonora, Calif.

MOTOCROSS by Lancers M.C. at Champion Speedway, across from Candlestick Park in S. San Francisco, Cal. AMA sanc. Prac. 9 a.m., race 11 a.m. Info: Howard Sutton (415) 369-0247.

SCRAMBLES, by Lucky Spokes M.C., Brush Prairie, Wash. Info: (206) 687-2178.

ROAD RIDE, 7th and Broadway, Santa Monica, Cal. Starts 10 a.m., thru Angelus Crest Forest area. Brunch stop, everyone welcome.

ENGLISH TRIALS at Mira Mar in San Diego. Sign up at 8:30 a.m., start at 10 a.m. Limed along Mira Mar Rd. from US 395 and along Genesee from Interstate 5. Sponsored by San Diego Trials Riders. Trophies will be awarded from the last trials. San Diego Trials Riders meeting will be held at Aztec Bowl, May 9th, 7:30 p.m.

ENDURO, Oregon State Championship by Lobo M.C. at Lee's Camp, Oregon. Located 28 miles east of Tillamook on State Hwy. 6. Sign up at 8 a.m. and start at 10 a.m. Classes 0-198cc; 200-500cc; and open. $3. Info: (503) 656-5801.

HARE N' HOUND by Salt Lake M.C. at Eureka, Utah. 9th Annual Cherry Creek. AMA SRA sanc. Western States Championship. Race 10 a.m. Mail entry $5, Post $10. Mail entry closes May 8. Info: Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101.

THURSDAY, MAY 22ND

SPORTSMAN TT RACES, 50 lap Midseason Championship, Trojan Raceway, South Gate, Cal. 100cc class, 250cc regular program.

FRIDAY, MAY 23rd

TT RACES, $600 purse, at Oregon Sidewinders M.C. track in Clackamas, Oreg., south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

SATURDAY, MAY 24th

SPORTSMAN SCRAMBLES; AMA points, 100cc, 200cc, 250cc, 350cc, 500cc, and Open; at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 7 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 days.

SHORT TRACK RACES by Fort Sutter M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476.

TT SCRAMBLES, Huntington Beach Cycle Park, 9 a.m. practice, Info: (714) 897-4458.

SUNDAY, MAY 25th

A.C.A. MOTO-CROSS at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

MOTOCROSS, by Dirt Diggers North M.C. at Placerville, Cal. Hangtown Course, limed from Hwy 50, 2 mi. S. of Placerville. Signup 8-11, race 11 a.m. Info: (916) 988-4725 or Dirt Diggers, Box 338, Orangevale, Cal.

DUAL EUROPEAN SCRAMBLES by Sidewinders M.C. of Trona, Cal. race 8 a.m. Limed on Hwy 395 south of Ridgecrest turnoff and from 4 way stop downtown Ridgecrest. Trophies to be handed out for the March race. Info: (714) 375-4908.

DUAL EUROPEAN SCRAMBLES, by Sidewinders and Sandblasters, limed from Hwy. 395 S. of Ridgecrest turnoff and from 4-way stop in Ridgecrest. Trophies for March, Club oper. concess. Race 8 a.m. Info: (714) 375-4908.

MOTOCROSS, Bay Mare Ranch, limed from Moorpark offramp, Ventura Fwy, in 1000 Oaks, Cal. 8 a.m. practice, 9 a.m. start. Overnight camping. Info: (213) 348-3349.

TT RACES, by Desert Phantoms M.C. at Adelanto. AMA sanction, Prac. 9 a.m., lightweights a.m., big bores noon. Sidehacks welcome. Info: (714) 246-8857.

ENGLISH TRIAL, PNTA event, Tiger Canyon Trial C (annual). Follow arrows from Eastgate Walla Walla, Info: M/C Specialist, 1607 E. Isaacs, Walla Walla, Wash. 99362, (509) 529-2776.

HILLCLIMB by Salinas Ramblers M.C. at Gonzales Rianda Ranch. River Road, Limed from U.S. 101 off at Chualar, Cal. AMA sanc. Sportsman. Info: P.O. Boz 541, Salinas, Calif. 93901.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

POKER RUN, by Taft M.C. Info: Bob Bledsoe, Sec., P.O. Box 904, Taft, Cal.

FRIDAY, MAY 30th

35th ANNUAL MEMORIAL TT CHAMPIONSHIP at Graham Speedway, Tacoma, Wash., Tacoma M.C. $900 minimum purse. Novice practice & qualifying 11 a.m., expert & amateur practice & qualifying 1 p.m.

MEMORIAL DAY TT RACES, $900 purse, at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 days.

1st ANNUAL MOTOCROSS RACE. AMA sanc. at the Santa Maria Speedway. Camping available $1.50 to ride or watch. Live TV coverage, new track, pract. 10 a.m. race at noon. Refreshments available, sponsored by Lompoc Slo-Pokes M.C.

HARE SCRAMBLES, by San Berdoo Valley M.C. Two 35-mile loops, limed on Hwy. 395 6 mi. N. of Adelanto. 10 a.m. start.

MOTOCROSS, Bay Mare Ranch, limed from Moorpark offramp, Ventura Fwy., 1000 Oaks, Cal. Shamrocks point event. Overnight camping. Info: (213) 348-3349.

FRI., SAT., SUN., May 30, 31, June 1st

2nd ANNUAL SHASTA-CASCADE WONDERLAND MOTORCYCLE TOUR at Caldwell Park, Redding, California. Sign in at Caldwell Park on North Market St. in Redding, Cal. Mail entry $3.50, post $4.50. Info: P.O. Box 792, Central Valley, Cal. 96019.

SAT. & SUN., MAY 31, JUNE 1st

23rd ANNUAL GREENHORN ENDURO, 500 mile National AMA Champ. Start-finish Pearblossom, Cal. on Hwy. 138. First rider leaves Pearblossom 6:01 a.m. Saturday. Sunday only (250 mile enduro) first rider leaves Ridgecrest 6:01 a.m. Mail entry fee $8 both days; $5 Sun. only. Mail entries, on official blanks only, to: Greenhorn Committee, 817 Chelalem Rd., La Canada, Cal. 91011, by midnight, May 15. Post entries at start. Friday and Sat. Info: Pasadena MC, 21 E. Howard St., Pasadena, Cal.

calendar continued p. 3

J. C. AGAJANIAN Presents . . A M A

Half-Mile Every Friday Nite 8:15 pm

Motorcycle Races

TT's 1st Sat. Nite each month - 8:15 pm

DISCOUNT PASS

SAVE 50¢

Worlds Fastest Action ½ Mile and T.T. Dirt Track

PASS FOR TWO SAVE 50¢ Per Person On Each Adult Ticket

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SATURDAY

NIGHT MOTOCROSS

Presented by CMC

MAY 17th

Fontana Raceway

13444 Foothill Blvd.
Fontana, Cal.
(San Bernardino Fwy to Etiwanda-east)

BIKES ONLY
NO— Dune Buggies

CASH for Experts

Championship Trophies to Juniors

Gates open 4 p.m. — racing 7 p.m.

3 large readable # plates

$5.00 post entry

250 & 500 classes only

All riders covered by Ins. (CMC memberships required)

SATURDAY, MAY 31st

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore. By Rogue Valley Riders M.C. Inc. AMA sanction, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

SHORT TRACK RACES by Sacramento Tracker's M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476. Prac. 6 p.m. Race 8 p.m.

OLD TIME HILLCLIMB, Bay Mare Ranch, $350 purse, sign in 10 a.m., starts Noon. Mini-Bikini race, free entry and trophies to all participants. Info: Dave. (213) 348-3349.

SUNDAY, JUNE 1st

TT SCRAMBLES, Bay Mare Ranch, first race 10 a.m., small bikes practice 9 a.m., big bikes practice Noon. Info: Dave, (213) 348-3349.

AMA NATIONALS

May 17, 1969, Saturday

50 Lap, MILE AND ONE-EIGHTH DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Bushkill Valley M.C. Inc., Nazareth, Pa.

SUNDAY, MAY 25

250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, R.S.C.A. Inc., Lindy Vicari and Al Gaspari, Reading Fairgrounds, Reading, Pa.

1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

250 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209.

If you are not going to ride the World famous Pasadena M.C. 500 mile Nat. **GREENHORN ENDURO** Do the next best thing. Help us hold checks & man road crossings – May 31 & June 1st. For info. (213) 221-5711 after 6 p.m.

Carlsbad Raceway

AFM National Championship Point Road Race

Cash Awards

May 18th

Production Classes $7.50 G.P. Classes $12.50
Includes admission & Pit Pass
Gates Open 8:00 a.m. Practice 9:30 a.m.
First Race 12:30 p.m.
Mail Entries Carlsbad Raceway
Box 26, Carlsbad, California 92008

See'em Ride at SADDLEBACK PARK!

May 18 – Saddleback G.P.
May 25 – ACA Motocross; SCTA Riding School
June 1 – CMC Golden State Motocross

Ride'em Yourself at SADDLEBACK PARK!

Open 9-5 daily, except Tuesday and Wednesdays
Admission $2.50; Juniors & Minis $1.50

Miles of Trails
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Gigantic Trophies

Get acquainted with the all new Bay Mare Ranch. The most exciting spectator attraction since HO-ZAY WAZOO went over Niagara Falls in a bath tub.

For rental & info. call Dave (213) 348-3349.

Limed from Ventura Fwy. at Moorepark offramp – 1000 Oaks.

Special ATTRACTION Hill Climb also Side Hacks

8:00 a.m. Practice
9:00 a.m. Racing

ALL CLASSES
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$1.25 Admission
Kids FREE

MAY 18

MOTOCROSS MAY 25

RACES START 10:30 a.m.
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES

★ BAY MARE RANCH

All New Course (never run before)

Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
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500-650 1.00.
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SMALLBIKE 1.00.

MOTO CROSS MAY 30 TH.

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SUN.

SAT. NITE ROCK BAND SWINGS

OLD TIME HILL CLIMB MAY 31 ST.

STYLE

MINI BIKINI RACE...
3 DAY EXTRAVAGANZA...
BRING YOUR CAMPER & DO YOUR THING...

JD 69

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California, also publishers of State Cycle News for the Eastern states.

Second Class Postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcome and will be paid for on the 15th of every month for material published the previous month (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Reprinting in whole or in part expressly forbidden except by permission of the Publishers.

Advertising rates and circulation information will be sent upon request.

Single copy price. . . . . 25¢
Subscription: one year 2nd class mail. $7.50

NATIONAL ADVERTISING DIRECTOR. . . . . Thomas R. Culp
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90800
Tel. (213) 423-0431.

EASTERN ADVERTISING
Al Hauff
State Cycle News (East)
P.O. Box 13, Amherst, Ohio 44001
Tel. (216) 984-2433

The New Image

By Chuck Clayton

NO TAXATION – BUT NO REPRESENTATION, EITHER

Until this year, the popularity of off-road vehicle recreation has not been a serious problem. Since 1964, however, at least 500,000 motorcycles have gone off the road in California alone. Add to this total the growing number of dune buggies, four-wheel drive vehicles and camper conversions, and you have an off-road population explosion of immense proportions.

All of these recreation vehicles are competing for the same wide-open spaces with the hunter, fisherman, cattle fattener, bird watcher, horseman, hiker, hermit and private industrialist.

Unfortunately, the off-road vehicle user has virtually zero representation on the bureaus charged with administering the public lands, while all the other interests, with the possible exception of hermits, have been in the saddle for years.

For example, the U.S. Bureau of Land Management, which now has the dictatorial power to confine all off-road vehicle use to a few "reservations," was created over 20 years ago out of the old General Land Office and the Grazing Service. It is no wonder that the sheep herders can get all the desert they want from the BLM for a few cents an acre, while we who merely want to use the land for recreation are being shut out.

It should be noted here that most of the land closures to motorcycles that Cycle News has investigated in recent weeks have involved private property. The BLM claims it has only ordered the closing of one area, Panoche, in the state of California.

Apparently the flood of letters from Cycle News readers to the BLM and U.S. Secretary of the Interior Hickel caused the BLM to back off from enforcing the new regulations that ban vehicle use from public lands...at least for the time being.

The form letter sent by the BLM to readers writing to protest the sneaky way in which they seek to ban vehicles from public land splits semantic hairs by insisting that "the directives published in the Federal Register on January 18 are not a new law, but are regulations..." We asked them to define the difference between a regulation and a law for our unbureaucratic minds and it turns out there is little, if any, difference. Either way you can go to jail for riding on public land where they say not to.

Desert Policemen Next?

Perhaps the main difference is in the way the BLM proposes to handle violators. To "expedite enforcement," the BLM would seek a law similar to the one the U.S. Forest Service got passed in 1964, making violations of rules and regulations petty offenses. "Petty offenders could be TRIED AND CONVICTED by a U.S. commissioner, thus eliminating the need to clog federal or state courts..." The quote is from the San Bernardino Evening Telegram. The capitals are ours.

At present, the BLM hastens to point out, the regulations are not being enforced. Mainly, we suspect, because the Bureau hasn't enough manpower to police all eleven million acres of the California desert that are in the public domain, much less the hundreds of millions of acres in the whole United States.

But this is not to imply that the BLM does not plan to enforce their shady regulations. They envision a giant "desert ranger force" à la the Forest Rangers, that would be empowered to cite petty offenders and charge them with a misdemeanor (6 months in jail, up to $500 fine) for pursuing their happiness on the public land.

How Would You Do It?

So far our letters have convinced the BLM and the Dept. of Interior that off-road vehicle recreationists, especially motorcyclists, have a strong voice. We've got their attention.

Our next step will be to work with state legislatures to establish "Recreational Vehicle Committees" composed of State Congressmen, which will look out for the interests of the growing population of off-road vehicle users. The committees will review proposed legislation that would affect citizens' freedom to enjoy the outdoors via modern conveyances, and initiate new legislation that would extend and protect our rights.

Legislative representation does not come free. Probably a means of taxing off-road vehicles will have to be devised. Right now the U.S. government is making plans to treat off-road machines the same as road going vehicles, complete with registration fees, license plates, road equipment, etc. Granted, this would seem easier than creating a new bureau to handle off-road vehicles, but it would not be sensible or fair.

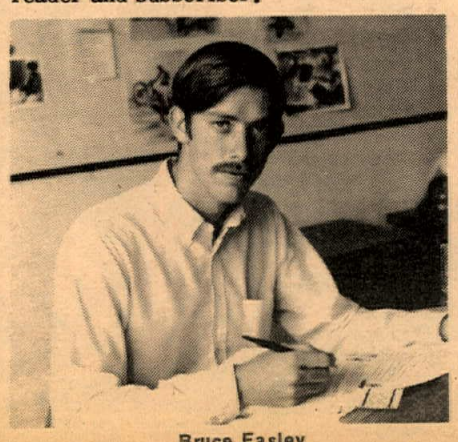
A better plan seems to be the creation of a "Bureau of Recreational Vehicles", similar to the state departments of motor vehicles, to deal with the problems of registering, counting and regulating off-road machines. Funds collected in the form of registration fees should be applied to leasing and maintaining an ever-growing system of recreational vehicle parks, similar to the plan that is being tried out in Wisconsin and reported in Cycle News some weeks ago.

We would like to know readers' opinions on the above proposals. Would you be willing to pay a $3 to $5 per year registration fee for each of your motorcycles if the money were used to create and maintain 1.) a legislative committee to look out for your interests. 2.) a system of riding grounds for registered vehicles and 3.) a bureau to administer and keep track of off-road vehicle recreation?

Please write to "Off-Road Rights," c/o Cycle News, Box 498, Long Beach, Calif. 90801 and let us know your views.

MEET BRUCE EASLEY

Circulation problems will hopefully be a thing of the past at Cycle News! We have added Bruce Easley to our staff as circulation manager. Bruce, a Long Beach native, graduated from Wilson High and attended Long Beach City College where he majored in electronics. The 21-year old Army veteran has raced cars at Lions and Fontana drag strips but is becoming enthused with bikes and sees a Triumph in his near future. We welcome Bruce to the gang and feel his enthusiasm will be beneficial to you, the reader and subscriber.



Bruce Easley

Survey

NORTON VILLIERS REDUCES PRICES

Norton Villiers Corporation announced a 15% reduction in parts prices recently.

The distributors for Norton and AJS motorcycles are located at 6765 Paramount Blvd., North Long Beach, Calif.

SUPER SAFETY COUNCIL SET?

It is rumored that all of the major motorcycle distributors except Harley-Davidson are forming a nationwide Motorcycle Safety Council to solve some of the problems facing the growing 2-wheel movement. If successful, it would probably replace the Motorcycle, Scooter and Allied Trade Association, which H-D does belong to. How about considering a merger, fellows? Then one spokesman could represent 100% of the industry, for a change.

WEBCO ADDS HELMET LINE

Webco Inc. announced they have become exclusive distributors for the entire line of McHal helmets. McHal is starting a new advertising campaign with racing and product promotions.

Legislative Notebook

By Barbara Adams Dahms

Something is in the wind in the California State Capital with the introduction of SB 684 by Senator Robert Lagomarsino of Ventura. This bill, which is a revamping of the California Trails Law, would update existing laws to make recreational area more available to all Californians and streamline administration of recreational needs.

The most significant point of SB 864 is the addition of motorized vehicles and bicycles to the concept of trails development which had previously been strictly for horses and hikers.

The measure met with stiff opposition when it went to the first committee, Sen. Lagomarsino's own Natural Resources committee. Most of the members opposed the simple inclusion of motor vehicles, assuming that this would somehow mean that vehicles, horses and hikers were all to use the same trails.

Senator Lagomarsino offered as author's amendments the suggestions of Senator Nejedly, that vehicles be considered as a separate part of the measure.

It is uncertain yet just how the legislation will finally emerge but it is a needed beginning.

One of the best answers to the problem of scattered and uncertain availability of riding area is for the state to consider the vehicle enthusiast as a definite part of the recreational picture and make allowance for his needs. SB 684 recognizes this and takes a definite step in that direction.

In coming weeks we will be following and working with this measure as it goes through its paces in the legislature.

The time has come for cycle people (and other vehicle hobbyists as well) to think of themselves as tax-payers and shareholders in the state. We are not beggars who must plead for a gratuity of space to pursue our legitimate, constructive and enjoyable pastime. We are an important part of this state and we have a right to our fair share.

With reason and determination we will receive it.

VOICES

SHAMROCK ENDURO HAD IT ALL

This is just a note to say I think the Shamrock Enduro was the best run I have ever ridden.

It had everything. Beautiful terrain, excellent check and organization, challenging averages and the best trail marking I have ever seen. Thank you, Shamrocks.

MIKE SPIKA
Imperial Beach, Cali.

HIGH SCHOOL CYCLE SEMINAR

Thursday, April 17, 1969, a two hour seminar on the subject of motorcycle racing was conducted at Palisades High School. The guest speaker was Curly Harker. Nearly 100 students participated in this study. Curly is well qualified to speak on this subject for he has successfully competed in practically every type of competition in California since 1937.

The main topic Curly stressed was the benefit of riding sporting events before trying "all-out" racing, and the golden opportunity we have in California to do this.

Thanks go to Cycle News for furnishing all the students with a current issue of their newspaper which was used as a common format and reference.

Jack Baldwin Motorcycles of Santa Monica, Dale Brown Motorcycles of Long Beach and Guy Lewis of Westminster Sportcycles, all former racing competitors with Curly, were interested enough to furnish new models of custom racing machines. Also, Rick Woods, National Speedway Champion, loaned his winning Eso.

My thanks go to Curly, Jack Baldwin, Dale Brown, Guy Lewis, Rick Woods and Cycle News for their help in making this seminar a success and perhaps converting some of the uninitiated to the greatest sport.

TERRY KELLER
Student Program Chairman
Pacific Palisades, Calif.

ELSINORE G.P. FAN LETTER

Dear Cycle Funny Paper People News

Never in all my born days did I ever, I mean never ever have I ever seen done did a thing like what happen in that little town near nothing. Gripsters you done yourself right proud. It was the fun most thing since Granny caught her nose in the wringer washing machine.

And boy do Calif people have a sense of humor. The say gear fast and use street rubber, when Avon ain't build a knobby for the likes of that race track.

But they just don't stop being funny in the prerace pit talk place they have a man talking we can most hear and then he uses an automatic cheer leaders horn that nobody can hear something out of. So I got up close and hear his natural words saying they changed some of the course because of the shower they had lately, naturally I think he means maybe the wet made it too hard– little do I know that they found a way to have it most all mud.

Now I may be a country boy but I ain't all fool. So I do some tire changing and gear fixin, 'cause there ain't no way 90 mph go & K 70's are going to do the do.

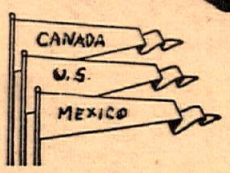
Down goes the flag & a feller falls down. 100 feet out and motors parked all over that pond, er race track. Here I am having a fool of a time just like I had good sense and out of the mud at last, hard surface and I found out about mud filled knobs and asphalt and wide open stuck carbureter slides.

GUS PETERS
San Antonio, Tex.

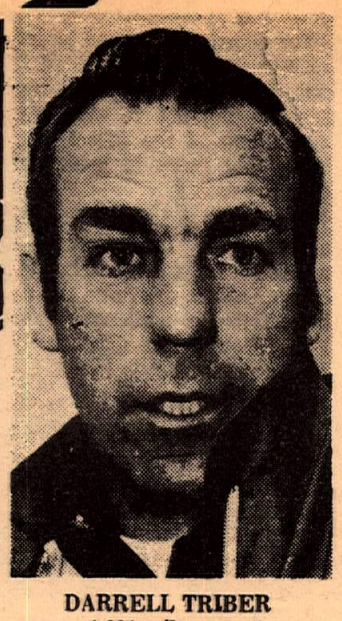
CARLSBAD/CYCLE NEWS CYCLE CIRCUS: June 14 & 15.

BSA DEALER SETS 3 FLAG RECORD

Canada To Mexico In 23 hours.,35 minutes.



By Eric Raits



DARRELL TRIBER
. . . 1,394 miles non-stop

A new border-to-border record of 23 hours, 35 minutes, has been established by Darrell Triber of Spokane, Washington, riding the BSA Rocket 3, 750cc motorcycle which, in its short existence, has already knocked several A.M.A. records out of the books.

Triber blasted his way out of Blaine, Washington (on the Canadian border) at 12.19 p.m. Sunday, May 4th, with his departure time certified by the Mayor of Blaine, and he hit Tijuana, Mexico, at 11:44 a.m. Monday, May 5th, in time to help the city celebrate its national holiday, Cinco De Mayo — with a California Highway Patrol officer at the border to attest to his arrival and the time.

The 38-year old Triber prepared the BSA for the 1,394.5 mile run with a thorough tune-up; checking timing, points, plugs etc., and by replacing the standard plugs and main jets. He used colder plugs than the originals and installed #150 main jets. The bike carried a Wixom fairing with a cut down windscreen. Triber took along an extra set of plugs and several chain links as his only spare parts. After he was well on his way out of Washington, he realized he had forgotten a spare throttle cable. As it turned out, none of the extras were needed. The only mechanical difficulty encountered along the way was a necessity to adjust the rear chain four times. Triber blamed a mis-aligned rear wheel for that.

Personal preparation consisted of "lots of rest during the week prior to the run." Triber managed only five hours of sleep the night before departing because of last minute checks and transporting the bike north to the Canadian Border.

Darrell stopped once for breakfast "when I got a little sleepy" and spaced gas stops 100 miles apart. He only stopped, in his words, "...just long enough to gas and go."

1,394.5 Miles in Less Than a Day

Physically, he got an ache between his shoulder blades that is familiar to every long distance rider that only stopping and getting off can chase away. Triber found he could relax most of his tight, tired muscles by crouching on the pegs with his body a few inches off the seat.

His biggest hindrance was heavy traffic the length of the run. A Washington driver passing two cars in front of him blew a tire and "threw rubber all over the road," but Triber was able to avoid him.

When we talked to Triber the first question he asked was, "Is it still raining down there?" He was blessed with good weather until he reached Los Angeles. "It poured cats and dogs from L.A. to San Diego," he said.

Asked if he would repeat the run, Triber replied, "Yes, I'd do it again. It was fun and the machine is really a pleasure to ride."

Triber said he'd probably wait until someone broke his record. "I now know another, faster route. I don't want to disclose it though."

He followed Interstate 5 to Highway 99 and then back to 5.

Triber expressed surprise at the absence of oil leaks at the end of the run and praised the smoothness of the big three-cylinder machine. Gas mileage was rather low; Triber said he figured roughly 28 miles per gallon was the best figure he got. He may have traveled slightly above normal touring speeds at times...

The new Three-Flag Record erases the 28 hours, 7 minutes, set by Fred Ham on a Harley-Davidson on September 1, 1963. The first Three-Flag record was established by Cannonball Baker, August 24-27, 1915, who made the journey in 81 hours, 15 minutes. A "record" of 32 hours flat was attributed to Doug Woodward riding a Honda on May 12, 1960; however, according to the record books, his elapsed time falls four hours short of Fred Ham's former record of 28 hours, 7 minutes.

(See front page)

BEAN CANYON CLEANED UP ... THEN POSTED!

The Safari Trail Riders and others turned out in full force Sunday, May 4 to police up Bean Canyon near Lancaster, Calif. in an effort to keep it open for off-road riders. The club, assisted by a dozen non-members, picked up and hauled out numerous truck loads of trash and circulated among the campers in the canyon, asking them to cooperate in keeping the area clean.

Everything went well until the last truck was pulling away. A sheep herder drove up, looked around, and began posting the area. Cycle News inquired and found out he does in fact own part of the property, leases the rest from private landowners, acting within his rights to close Bean Canyon.

We talked to the Bakersfield sheepman and his opinion was that there is no way bikes and sheep can co-exist. He claims to have seen riders blast through a herd of his animals, scattering them and running pounds of mutton off their fat little bodies. This seems to be a common tale (no pun intended) among sheep ranchers.

We think it highly unlikely a motorcyclist would charge into a herd of sheep. Wool offers poor traction and the intelligent sheep running every-which-way would be more of a hazard to the bike and rider than to themselves. On the rancher's side, if an incident such as this happened, we could hardly blame the man. His livelihood may be threatened. He says cutting doughnuts on spring grass deprives his animals of food.

That's where it stands. Bean Canyon is closed. Determining who was at fault is almost impossible. Was it just animosity toward motorcycles that closed it, or the act of an irresponsible rider?

25th VICTORY NOTCHED BY MARKEL AT TERRE HAUTE 20 LAP NATIONAL

By Ben Hall

TERRE HAUTE, INDIANA May 11– Bart Markel took the high road and Mert Lawwill took the low road and Bart got to the checkered before him. The scene was the 20-lap half mile National Championship promoted by Betzel Smith on a near-perfect track in weather that alternately drizzled and shone.

Markel had set fast time, leading off the expert qualifying laps and Gene Romero held 2nd fastest time. But the shocker of the afternoon was Amateur David Aldana, who set 3rd fastest time on his BSA!

Aldana backed it up in his heat race after tussling with Ken Pressgrove from Topeka, Kansas. Pressgrove gave Aldana a good battle, only to lose his skid-shoe and then had to work hard to hang onto 4th place and a transfer into the main. Aldana's fellow Californian Don Castro won the second Amateur heat and Mike Mathews snatched the third.

Come final time, Pressgrove leaped out to a big lead while Aldana got a rotten start. But Ken soon played Goliath to young David as Aldana worked up, got under him; they bumped once and Pressgrove was down... and out. Castro earned 2nd place, followed by Robin Martin from Orchard Lake, Mich., Danny Ware from Lawton, Okla. and Des Moines' Mike Mathews.

Markel's luck nearly left him in the first expert heat. The timing slipped on his Harley-Davidson and he barely held on to 3rd behind Cal Rayborn, who was hunched low over the handlebars and Gary Nixon, sitting bolt upright in 2nd place. Eddie Wirth gathered 4th place and a ride in the semi.

The second expert heat was a Mert Lawwill-Dick Mann battle with Lawwill winning that time, Mann the runner-up, the Chuck Palmgren and Freddie Nix, nursing a badly misfiring factory H-D.

Heat number three was Gene Romero's, after he tailed Larry Palmgren most of the way, then horsepowered around him for the victory. Dan Haaby held down 3rd place with Jim Rice earning 4th and a Semi start.

Nix had the semi all under control while Wirth and Rice clung to the other two transfer spots.

Then the Big One leaped off the line. Lawwill took a commanding lead and as they came around completing lap one it was Lawwill, Rayborn, Romero, Mann, Nixon, Markel, Larry Palmgren, Chuck Palmgren, Wirth, Rice and Nix.

Nixon and Markel zapped Mann together on lap 2 and Markel took Nixon on the third lap, moving to 2nd spot on lap 6. Bart's Harley had been modified by tuner Eddie Warren, brother of #82 Jack Warren, so that it fired differently. The motor sounded like it was running under water. It made a "bloop-bloop" sound every time it fired, similar to the sound a motor makes when the exhaust pipes are removed. Whatever Warren had once, it was working. Bart rode high while Mert stuck to the wide groove and on lap 10 Markel jets past Lawwill like nobody's business. The crowd loved it.

Nix had dropped out, p.o'd, on lap 9 with a misfire and Rayborn, a solid 3rd in lap 11, went out on the 16th circuit with engine trouble. Chuck Palmgren had passed Nixon once, but dropped back behind his teammate again.

And Markel sped to his 25th national win, ahead by a straightaway. Only two more such victories and Bart will have equalled Joe Leonard's all-time record of 27 national wins.

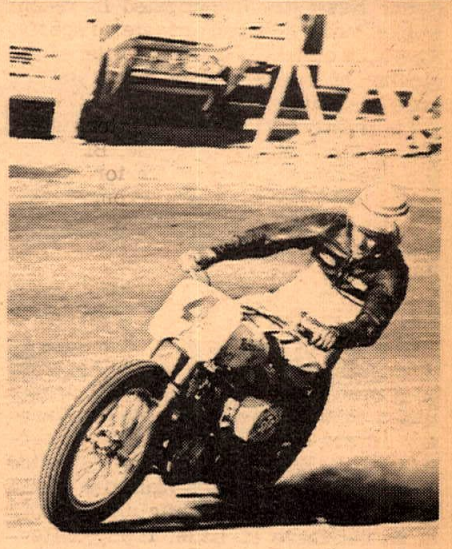
The 20 lapper puts Mert Lawwill solidly in the lead with 171 Grand National Championship points, followed by Markel, 2nd with 133. Cal Rayborn moved back to 3rd with 105 points. Ron Grant is 4th with 91 and Gene Romero is tied with Mike Duff for 5th place with 82 markers each. Results are as follows:

TERRE HAUTE NATIONAL CHAMPIONSHIP

1. Bart Markel		H-D
2. Mert Lawwill		H-D
3. Dick Mann		BSA
4. Gene Romero		Tri
5. Gary Nixon		Tri
6. Chuck Palmgren		Tri
7. Larry Palmgren		Tri
8. Dan Haaby		H-D
9. Jim Rice		BSA
10. Eddie Wirth		BSA

AMATEUR FINAL

1. David Aldana		BSA
2. Don Castro	Tri	Tri
3. Robin Martin	Tri	Tri
4. Danny Ware		BSA
5. Mike Mathews	Tri	Tri



Bart Markel needs only two more National victories to equal Joe Leonard's all-time mark of 27 wins.

ROLLING MOSS GATHERS NO STONE IN LONDON TO N.Y. RACE

MOSS RIDES NORTON CYCLE ON FINAL MILE OF LONDON-NEW YORK RACE.

Stirling Moss, former world auto racing champion, in his attempt to beat over 400 contestants in the London-New York air race, used a 750cc KLG-Koni equipped Norton motorcycle from the West 30th Street Heliport in New York to the finish of the race, the Empire State Building.

Moss's sponsor was Grosse & Blackwell who had chartered a VC-10 as well as a helicopter. Another contestant, also using a Norton motorcycle, was "Gillie" Potter of Esso International's London office. The "Great Air Race", organized by a London newspaper, commemorates the 50th anniversay of the Brown-Alcock transatlantic of 1919. Cash prizes in 21 different categories amount to $144,000.

Konle Pulls Upset At Saugus Class A To Bring Grudge Race With Steve Bast

Here's a sample of the action at Whiteman Stadium as Sunny Nutter (outside) and Mike Konle (inside) have at it lap after lap.

By Mike Capalite
Photo by Dennis Greene

WHITEMAN STADIUM, May 10 – Dark horse of the evening proved to be Mike Konle who crossed the finish line with Steve Bast so close that half of the crowd said Mike won the A main while the other half said Steve won it, in fact, each of them challenged the other to a match race to be held next Saturday night. According to promoter Dude Criswell, "As far as tonight's purse is concerned, the officials say that Konle won it and that settles it, but if they want to run each other to settle it in their own minds, we will be happy to set up a special match race next Saturday, and I'll even put up some money for the winner to make it a little more interesting."

Eddie Mulder interrupted his movie career to show his old style as he took a heat race win. The first semi was a hairy, two-man duel between Sonny Nutter and Mulder after Jack O'Brien lost it in a corner. Nutter was just able to edge Eddie to the wire. Rick Woods (Eso) took the second semi over Larry Heinselman (JAP) and Homer Knapp (Eso) after a spill put John Carter in fourth place and out of the mains. The third semi was Mike Konle's second chance to make the A main this season, and he showed determination as he fought all the way for the win against Sammy Tanner (JAP) and Harlan Bast (Eso). Steve Bast was able to hold off Stu Morley (JAP) to win the fourth Semi.

Nutter took the trophy dash lead with Rick Woods right beside him until Woods had a little bobble and Steve Bast moved up to challenge, but Sonny took the trophy and the kiss from the lovely trophy girl.

Ron Miller (JAP) and Bill Todd (JAP) diced for the lead in the C main with Miller finally taking it, third and fourth went to Harlan Bast (Eso) and Homer Knapp (Eso). The B main was one of those unusual races where every eye is glued on the second spot instead of the winner. Larry Heinselman took the lead, Sammy Tanner (JAP) and Eddie Mulder, (Eso) dropped right in behind him in second spot and although they were always within striking distance of the lead, it turned into a battle between the two of them as they stayed side-by-side for the full race in a dual-sliding exhibition that had the crowd roaring as they came out of the last corner and Tanner inched ahead of cop second.

With the excitement already at a fever pitch, the A main pulled to the line – Mike Konle the dark horse who had made a good showing in his heat and semi, but had finished fourth to these same riders in the trophy dash, Sonny Nutter 1968 California State Class A champion fresh from a clean sweep and a new record at Saugus Speedway the night before and fast time and a trophy dash win this night, Rick Woods U.S. Speedway Champion in 1968, holder of the track record at Whiteman Speedway and the man who had put it on all of them the week before on this very track, and last but not least, Steve Bast 1969 high point speedway rider and winner of more races and main events than any of the other three.

As the starting gate raised, Konle leaped into the corner in the lead with Woods right behind him, Nutter third and Bast fourth. Although off to a bad start, it was apparent that Steve was going to be a threat as he hard-charged around Nutter and move up on Woods who was slowly losing ground on Konle. The crowd was on its feet as Steve was passed Woods and moved up on Konle. Steve would pull up to Mike and be side by side and then Mike would pull away as he was getting terrific traction and riding a great race. As they came into the last corner with Konle leading. The crowd could see that Bast was going to make a last effort as he stormed into the corner to move up besides Mike and they both accelerated down the straight together. It was one of the closest races seen yet with Konle taking it over Bast by about six inches and when the decision was announced, the cheers and boos from the stands were about even. It was stated that there would be a match race between the two next week.

(Results on page 21)

Rec Vehicles To Have Trails If Cal. Law Passes

Two years study by an advisory committee has resulted in California Senate Bill 684, which changes the name of the 24-year-old Riding and Hiking Trails Act to "Recreational Trails" and includes vehicle trails along with horse and pedestrian facilities. Separate trails for vehicles would be created. It is not known yet whether bikes and buggies would have to share the same trails.

The bill moved out of the Senate Natural Resources Committee last week with a "do pass" recommendation. California readers should contact their state representatives and urge them to vote yes on SB 684.

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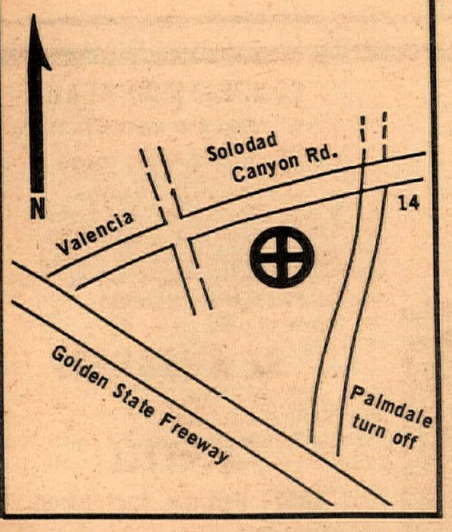

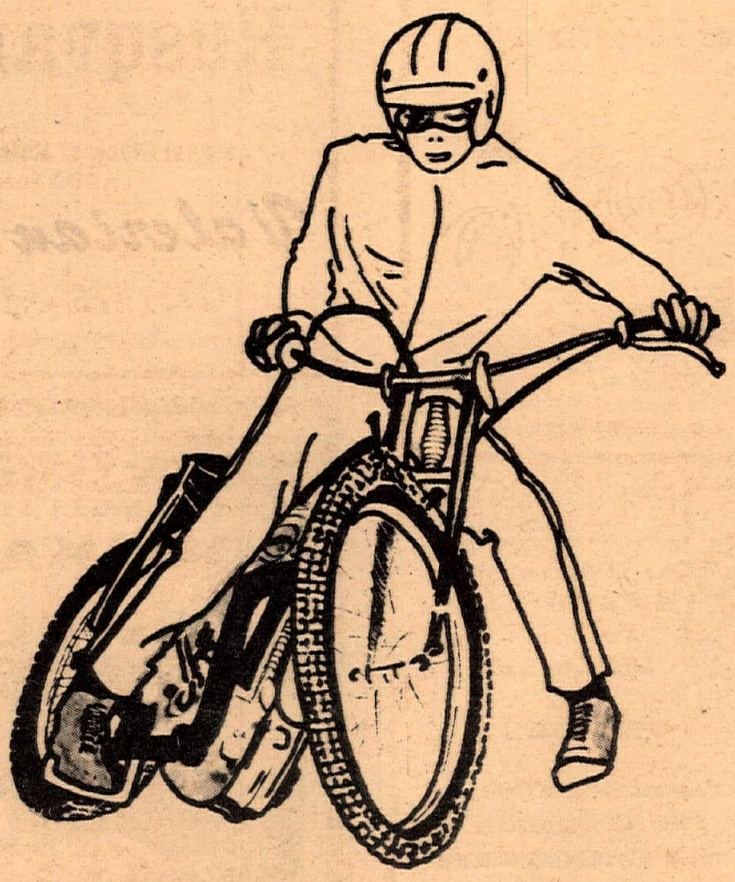

Every Sat. Night
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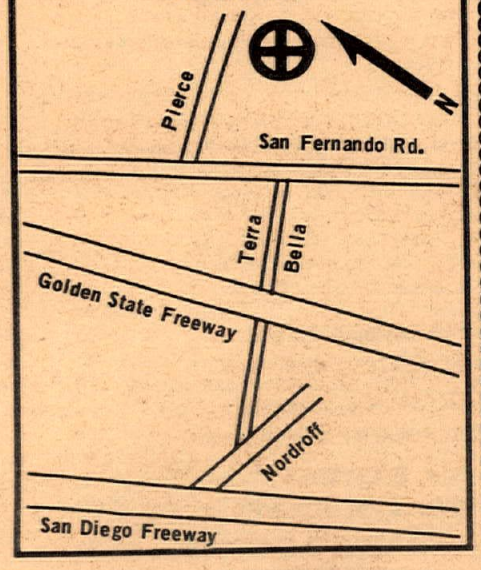
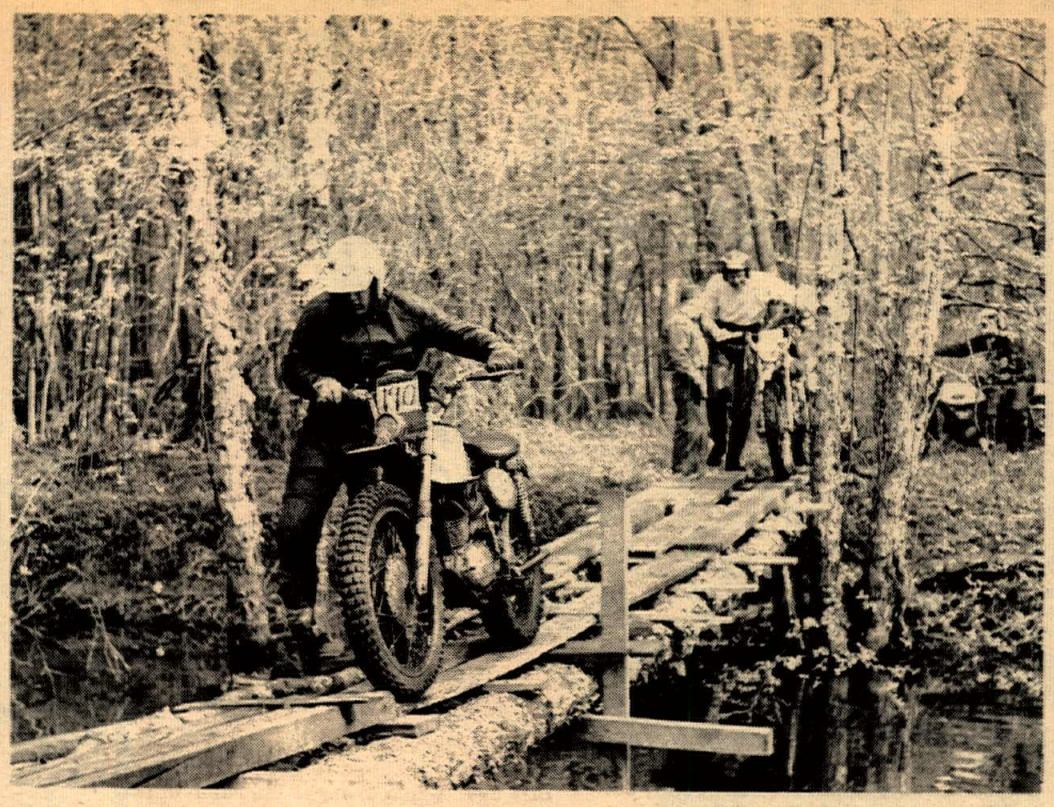


Admission $2.50
Children under 12 free
Free Parking

★ Burr Oak Enduro Attracts 400 Entrants ★



First test for the 400 entrants was this bridge made from two logs and very little else.

An unidentified rider finds out the creek is eight feet deep. Seomehow his machine stayed on the bridge and he continued.

Sandy Woods comprised most of the course. Entrants said it was the driest Burr Oak in years.

By Ben Hall

They came from far and near to run in the sixth annual Burr Oak National Enduro and many were turned away. Among those not allowed to run because their entries were postmarked too late was John Young, Lonesome Pine winner.

Jack McLane led the pack from the start but was disqualified for missing one of the nine checkpoints. John Penton was the overall winner with a score of 969.

The first test for the riders was a bridge made from two logs. One rider fell in the eight-foot deep creek but somehow his machine stayed on the bridge and he hauled himself out of the water to continue the run.

The course then led through sandy woods for most of the way. Many said this year's run was the driest in years.

The Midwest National Enduro Riders Association deserves credit for a well planned event.

Stand up on the pegs and get my boots wet? Not me.

NEW Nylon Fast Action Dual Throttle

New from BT& E! Fast action ¼ turn throttle for 7/8" bar. Can be used a single cable as well as dual. When used for single cable dummy cable can be installed and carried as a spare.
Race proven, roll pin furnished for positive locking on handlebar. Unique casing lock. No split sockets to be lost.
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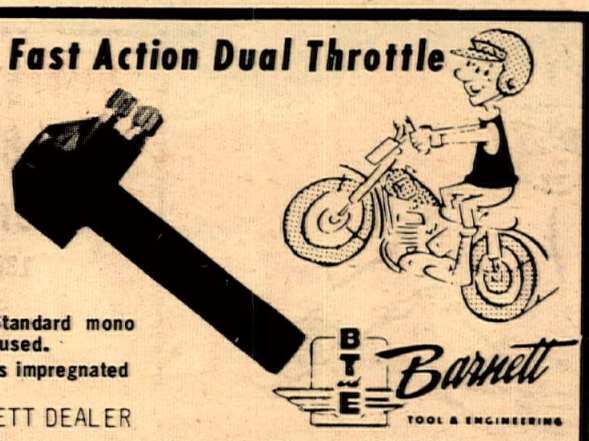

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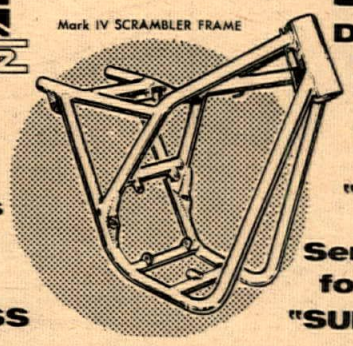

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May 3, 1969
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3rd Jim Berry – Triumph
4th Mike Haney – Triumph
5th Butch Landguth – Triumph
6th Bill Manley – Triumph
7th Rich Thorwaldson – Triumph
8th Tom Rockwood – Triumph
9th Bruce Anderson – Triumph

Expert Trophy Dash
1st Skip Van Leeuwen – Triumph
2nd Dusty Coppage – Triumph
3rd Tom Rockwood – Triumph
4th Dave Hansen – Triumph

Amateur Main Event
1st Keith Mashburn – Triumph
2nd Dave Hansen – Triumph
3rd Bob Haynes – Triumph
4th Frank Gillespie – Triumph
5th Wayne Hosaka – Triumph

1st OVERALL

May 4, 1969
Riverside International Raceway
ACA Road Race
Open Grand Prix Class
1st Roland Pagan – Triumph Trident
2nd Bruce Martin – Norton
Open Production Class
1st Roland Pagan – Triumph Trident
2nd Tony Murphy – BSA (3 cyl)
3rd Bruce Martin – Norton
Triumph Trident 1st Overall in both
Heavyweight Production and Heavyweight Grand Prix Divisions

Sam Tans 'Em At Ascot Again

By Carol Sims

GARDENA, CALIF. May 9- "A very exciting race," said Sammy Tanner, musing on his latest victory in the darkness of the Ascot pits last Friday night. The excitement was almost more than one had bargained for. Jimmy Odom, riding Mert Lawwill's spare Harley, was determined that Sam should not pass.

After a 6th place start in the main event, Tanner had worked his way up to second, passing two riders per lap in his streak to the forefront.

Mel Lacher had led off the mark, losing to Odom in the first lap battle, then regained the lead on laps 2 and 3, only to blow. When Sam appeared destined to overtake Odom, the leader, in rather ungentle fashion, shoved Sam toward the fence.

"I thought I was gonna climb the wall!" Said Tanner afterward. "I lost my left handlebar." You got it, anyway, a reporter pointed out.

"Yeah," Sam chuckled. "It was neat."

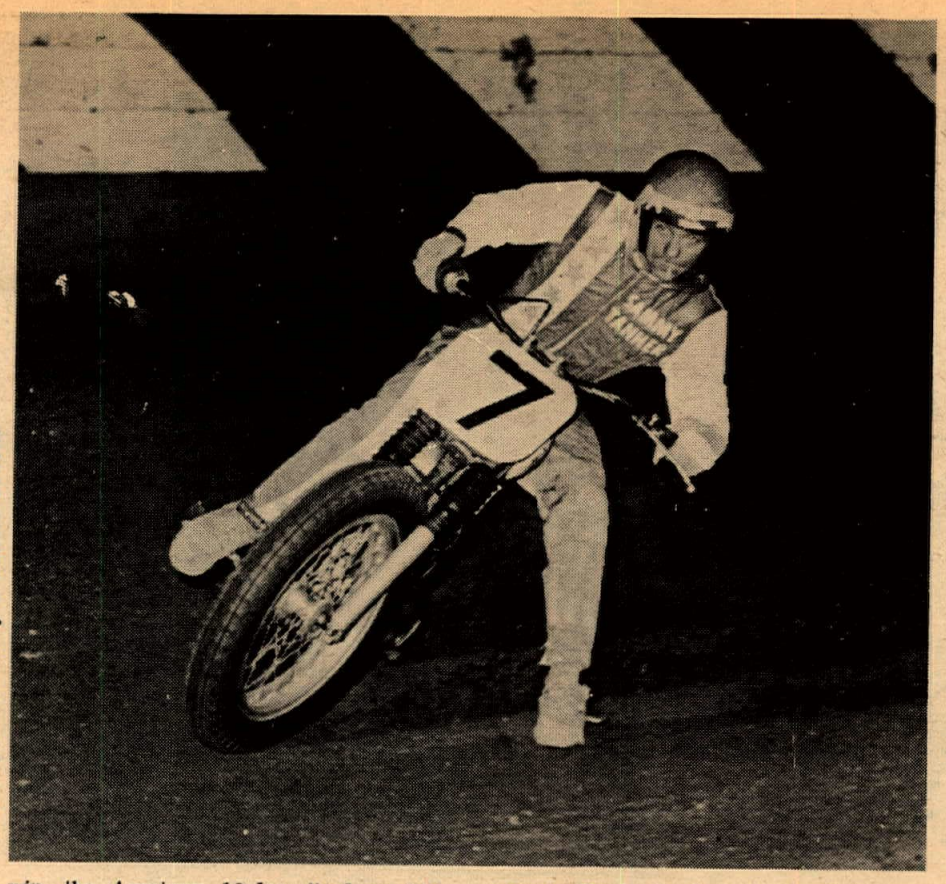
Having set 2nd fast time and won his heat, Tanner topped it with a trophy dash victory, ahead of Ron Kruseman (riding the Danny Macias-tuned Triumph), fast-timer Mel Lacher and Shorty Seabourne.

Not enough experts were on hand to make a regular show, so a semi was run, taken by Mike Moore.

Tim Harris again put his foot in it and highsided badly during the final. He got off, but not hard enough to take an ambulance ride.

Paul Conserriere failed to make the show. "I've got horsepower, but the cases keep hanging up. When both wheels are off the ground, what are you gonna do?" shrugged Paul. Mel Lacher gave Conserriere a tip on how to solve the problem: raise the engine.

Terry Donaher came from behind to win the Amateur 10-lap final on his Velocette after nailing Don Dudek, the early lap leader. Keith Mashburn moved up from 3rd place to garner 2nd on his still-teething 350cc Yamaha. Donaher had built up an 8-length lead by the end of the race, but Mashburn was closing.



Photos by Dan Mahony & Dennis Greene

Emde Works for it

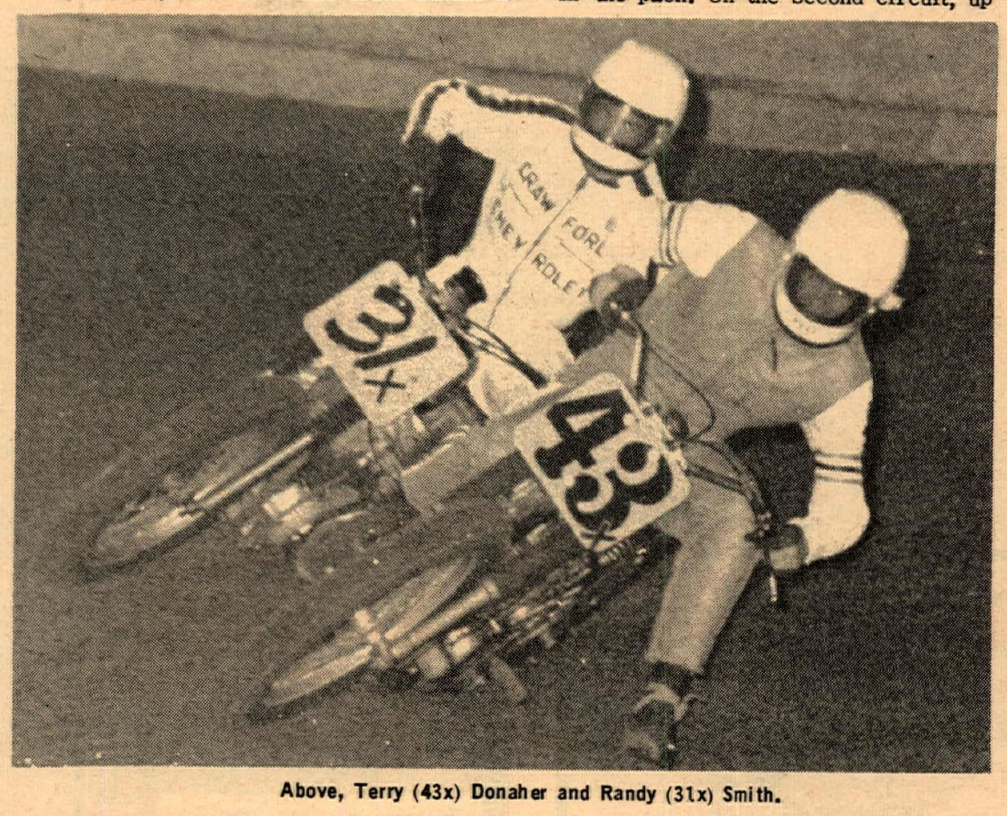
Novice Don Emde had his unbroken win string interrupted in the heats. Kawasaki mounted John Hately charged under Emde's Suzuki, causing Don to drop back to 6th place so fast it appeared his engine quit. Emde charged back, but Hately had his way and won the heat.

The Novice 8-lap final spotlighted Fred Edwards, lunging into the lead on his Yamaha with Guy Smith(Suzuki) right on him. Hately was 3rd with Emde back in the pack. On the second circuit, up cames Emde in 3rd, by lap 3 he was 2nd and on the 6th lap Emde scooped Edwards for the lead.

Rick Talbot (H-D) held 3rd place on lap 5, but crashed and Rick Holly, held back for lack of horsepower, displayed more style than anyone, finishing 5th behind Chuck Palmgren's kib brother Dennis.

RESULTS

15- LAP MAIN EVENT	
Sammy Tanner	R.E.
Jim Odom	H-D
Ron Kruseman	Tri
Lloyd Houchins	BSA
Shorty Seabourne	BSA
Len Earl	H-D
Mike Moore	H-D
Don Harms	H-D
Tim Harris	BSA
Mel Lacher	H-D
AMATEUR 10-LAP FINAL	
Terry Donaher	Velo
Keith Mashburn	Yam
Don Dudek	Tri
Ron Spillman	Tri
Dave Stroman	Tri
Rory Randall	R.E.
Randy Smith	H-D
Stan Hill	BSA
NOVICE 8-LAP FINAL	
Don Emde	Suz
Fred Edwards	Yam
Guy Smith	Suz
D. Palmgren	Yam
Ric Holly	Hon
John Hately	Kaw
Dick Catuto	Yam
Rick Talbot	H-D
Mike Van Scoy	Suz



Above, Terry (43x) Donaher and Randy (31x) Smith.

Motorcycle Safety Chief Addresses Helmet Council

Frank Heacox and Lewis Buchanan, (right).

Mr. Lewis S. Buchanan, Director of the Motorcycle Safety Porgram of the U.S. Department of Transportation, addressed the April meeting of the Safety Helmet Council of America in Westchester, California. Mr. Buchanan told Council members, prospective members and guests, the details of pending Federal legislation which will affect the safety helmet field.

Council President, Frank Heacox announced that the SHCA Certification Program is gaining general acceptance throughout the country. Under this program, the Council licenses its yellow and black certification mark to those helmet models which have been tested by independent laboratories of national repute, to meet or exceed the Z90.1-1966 Standard of the USA Standards Institute. Mr. Heacox added that the goal of this program is to give assurance to dealers and consumers that helmets bearing the SHCA Mark are truthfully advertised.

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Bailey, Harber Tied For Lead

Gary Bailey leads Bill Silverthorn.

Tom Rapp.

Bill Silverthorn.

By John Shedd

CARLSBAD, CALIF. May 11 – Gary Bailey, who is probably the best motocross rider this country has yet produced, almost blew his chances to win the trip to Europe offered to the winner of the CMC G.S. Series. The mishap came in the early laps of the first 250cc Senior moto. Gary was attempting to move his Greeves past Bultaco mounted Chris Hollenbeck and take over the lead but hit one of the steel posts that holds up the banners that outline the course, injuring his clutch hand. It was a real nasty spill, but with help Gary was able to limp back to the pits. Bill Silverthorn went on to win the moto on his Husky.

When the 500cc Sr. class pulled to the line Bailey was missing. He had a fourth in the first 100cc Sr. moto, a dnf in the first 250cc Sr. It appeared that Gary's best chance to stay in contention was for Bruce Baron and Paul Harber, who were tied with him in series points, to fail to win.

Bailey was back in action in the second 125cc Sr. moto, but obviously was not up to riding. Bill Silverthorn had won the first one on a Penton but Sachs mounted Preston Petty took the second and Bailey was way back.

When the flag fell on the second 250cc Sr. moto it was none other than Ironman himself, Gary Bailey out in the lead. Silverthorn was back in the pack, but in no time he was second and pushing Gary. Gary's sore hand and bruised body couldn't stand the pace and Bill passed him.

Just when it looked like it was all over for Bailey, Silverthorn really goofed. Mistaking the last lap flag for the checkered, Bill pulled off the track! Gary zoomed into the lead and Bill, realizing what he had done, turned around and was in hot pursuit. A mechanical malfunction put Bill on the dnf list and Bailey won the moto. Newly-made Senior, Mark Blackwell had a second and a third in the two motos which gave him a 125 point lead over Bailey and Silverthorn, who were now tied for second. Bailey and Silverthorn each needed a win to take the class but Blackwell only needed a second.

Bailey went ahead and rode the final 125cc Sr. moto even though his chances of winning it were almost as slim as the Ironman himself. It was Petty again taking the win in the final moto and the class as well.

The 250cc Sr. class was on the line and so was the trip to Europe as far as Bailey was concerned. When the flag made its streak of green through the ocean breeze Bailey thundered into the lead. This time it was Gary all the way. Silverthorn finished second and Blackwell was back in the pack so Gary picked up the win and another six series points.

Bruce Baron was tied for the series lead for his efforts in the 125cc Jr. class but this time he had problems in the form of Steve Goldberg on the Penton sponsored by Valerian's Two Cycle City, Ltd. Bill Urban won the first moto after Goldberg crashed, but Steve won the second two, costing Baron the needed six points.

Paul Harber had little trouble picking up another six to keep him tied with Bailey for the series lead. Paul had a bad start in the first moto but moved from the back of the pack to finish third. He won the second two motos hands down.

Two more events are left in the series, Saddleback next on June 1, and then back to Carlsbad for the final one June 15, capping the Carlsbad/Cycle News Cycle Circus. Even though Bailey and Harber are tied up for the lead, with two races remaining, there is still the possibility that some of the riders tied for second could move into the lead.

Paul (23) Harber worked his way through this pack and is tied with Gary Bailey in the Golden State series for the trip to England.

CMC GOLDEN STATE SERIES MOTOCROSS
Carlsbad, Calif.
May 11, 1969

125 SR.
P. Petty Sac
B. Silverthorn Pen
T. Rapp Bul
G. Bailey Pen
V. Vanderpool Sac

125 JR. DIV. I
S. Goldberg Pen
B. Baron Sac
B. Urban Bul
E. Crippa Sac
M. Tripes Pen

125 JR. DIV. II
D. Bassani Hod
D. Smith Hod
M. Brown Sac
B. Witte Sac
G. Swedberg Yam

250 SR.
G. Bailey Gre
B. Silverthorn Hus
M. Blackwell Yam
C. Holenbeck Bul
G. Smith Mai

250 JR. DIV. I
J. West Yam
G. Harris Hus
C. Lunde CZ
J. Harber Gre
J. Jackson Hus

250 JR. DIV. II
B. Torbett Hus
D. Willman Yam
R. Norris Mon
S. Oliver Yam
J. Christensen Yam

500 SR.
L. Larsson Hus
T. Hart Mon
G. Jones BSA
G. McClarty Hus
J. Bently CZ

500 JR. DIV. I
P. Harber Gre
B. Cambell Hus
L. Burnes Mai
J. Goldberg Mai
H. Jackson Hus

500 JR. DIV. II
J. Kulek Hus
R. Farmer Mon
R. Escamillo Hus
C.S. Nicholson III Hus
B. Simpson Mai

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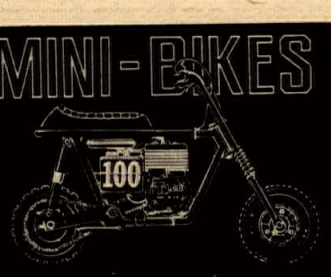

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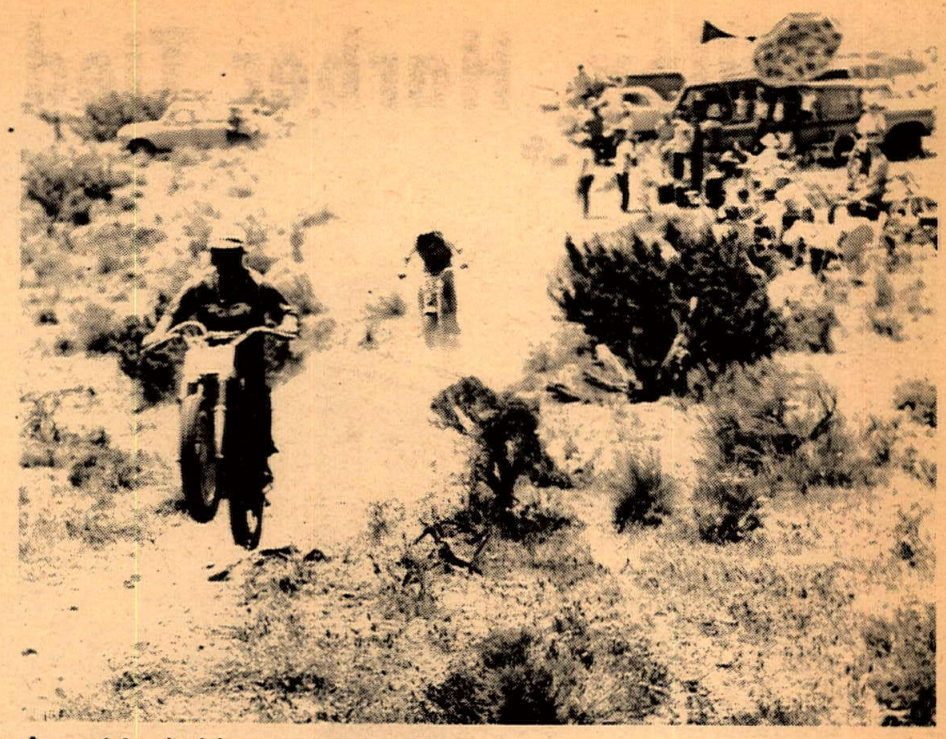
Red Dots M.C. Hare Scrambles

On his way to first overall Tom Poteet (Bultaco) blasts off ledge down into ash as fellow rider leads for the moment.



As spectators bask in sun and pit crews wait for their riders the leaders begin coming through.

Photos & Story by Dick Wright

ROSAMOND, Calif. May 11 – The Mothers Day Desert Bash was a real riders race, or the survival of the fittest. Tom Poteet, #34x, Bultaco mounted grabbed off the overall win after getting off twice at speed to charm the magnum of Champagne.

The Hare Scrambles race was set up in a new place, with a real rough starting area, over choppy bushes and ruts. The course was thirty-five miles around and the big bikes would go three loops and the 100cc would go two. The smoke bomb was set up a mile out, at the end of a sandwash, and the course made a 45 degree right turn right after the smoke.

It was a LeMans start at 10:00 a.m., standing at the smoke bomb you could see the riders fan out, as much as a half a mile up to the right, to drop into the course early as there is no check at the smoke bomb. The first one through at the smoke was Gary Conrad, #163 Husky mounted, Bill Friant #39x was also right in there fighting for the lead, Phil Bowers 6x on a Yamaha did a spectacular endo in the rough, just missing all the rocks around the smoke bomb area.

There was a big battle for the lead with Conrad getting with it, Larry Bergquist was also trying for the lead, but unloaded hard and was out for the day. Coming into the pits after a hard forty-five minutes of rough off camber down hills, and jumping off of eight foot banks, it was Tom Poteet with a four minute lead over Mike Patrick, #48x on a Yamaha.

There was not much change on the second loop, except that everyone was getting tired. The third and final loop Poteet came in on his Bultaco tuned by his dad for the win with a two minute lead over Patrick.

Rich Shirey takes his "Bandit" to flight in soaring to first 500 Amateur win.

Dusty Coppage #46 on a Triumph tuned by Mike Burks was third and too first open class. James Martino #11 took first 500cc on his Huksy. Rick Shirey #158 was the first amateur in on a Bultaco, who said at the finish line, "this was the roughest and tightest course I have ever ridden, just like a motocross course." Wally Casperson #149 was the first open amateur in on his Rickman Triumph, followed very closely by the first 250 amateur Tom Smith on a Yamaha. Marty Dahlquist #567 pulled off first 500 novice on his Husky.

There was a big entry of over four hundred riders which was a lot on that tight course.

100cc CLASS

The big entry of 100cc riders took off five minutes after the big bikes, there were riders all over the place at the smoke with J. Speakman #177 and Gary Griffin, #23 leading the pack. Jack Morgan #1 on a Hodaka that he tunes himself was running tenth and pulled off the main trail and moved right up to the lead. Mark Rader #28 on a Hodaka tuned by his dad also got off the trail and moved up from twentieth to second, and Jeff Wright #15 on a S.S. Hodaka tuned by Ron Benham, boondocked from twentieth to third. These three riders battled back and forth with each one holding the lead at one time. Wright had the lead at the second check, and held it down the off-camber hill, but unloaded in a bar to bar duel with Morgan.

Coming into the pits it was Morgan, Rader and Wright. Out on the second loop Rader was now challenging Morgan, and took over the lead but the hard charging Morgan regained it and came in for the win. Rader was second and Wright was third, Gay Griffin #23 pulled in fourth on the Zundapp.

R. Duncan #48 took fifth on a Penton, followed by Melton Krause #224 on a Sachs taking first novice, Allen Peppel #71 pulled in next taking first amateur.

The Red Dots M.C. put a lot of work into their Mothers Day Run, the course was laid out with a lot of imagination, as there were all kinds of obstacles to go over, every rider we talked to went down at least once.

(Results on page 21)

"How sweet it is", overall winner Tom Poteet basks in glory after his first ride as an expert.

CHANGE WITHOUT DEMONSTRATIONS

The Connecticut Motorcycle Association writes, "We want to prove to young America that laws can be changed when they fail to achieve their purpose, and that the way to accomplish this is to abide by the house rules – not by demonstrations." The CMA is spearheading the repeal of that state's hated compulsory helmet law.

HONDA FOUR

4 TAKES 4TH IN FIRST OUTING

HAREWOOD, ONTARIO, CANADA May 11-The much-touted Honda 4 notched a 4th place finish in its first-ever race outing in the unlimited production class here today. Mike Duff won overall on a production Norton, second place was taken by a Triumph Trident, 3rd was a Kawasaki Mach III.

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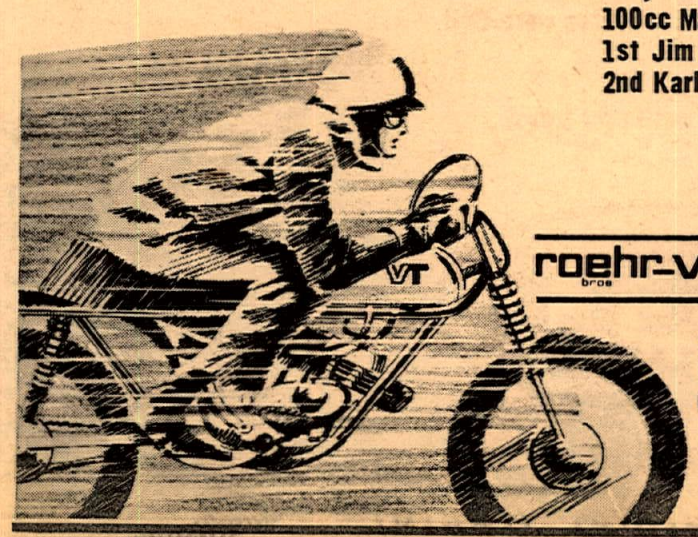
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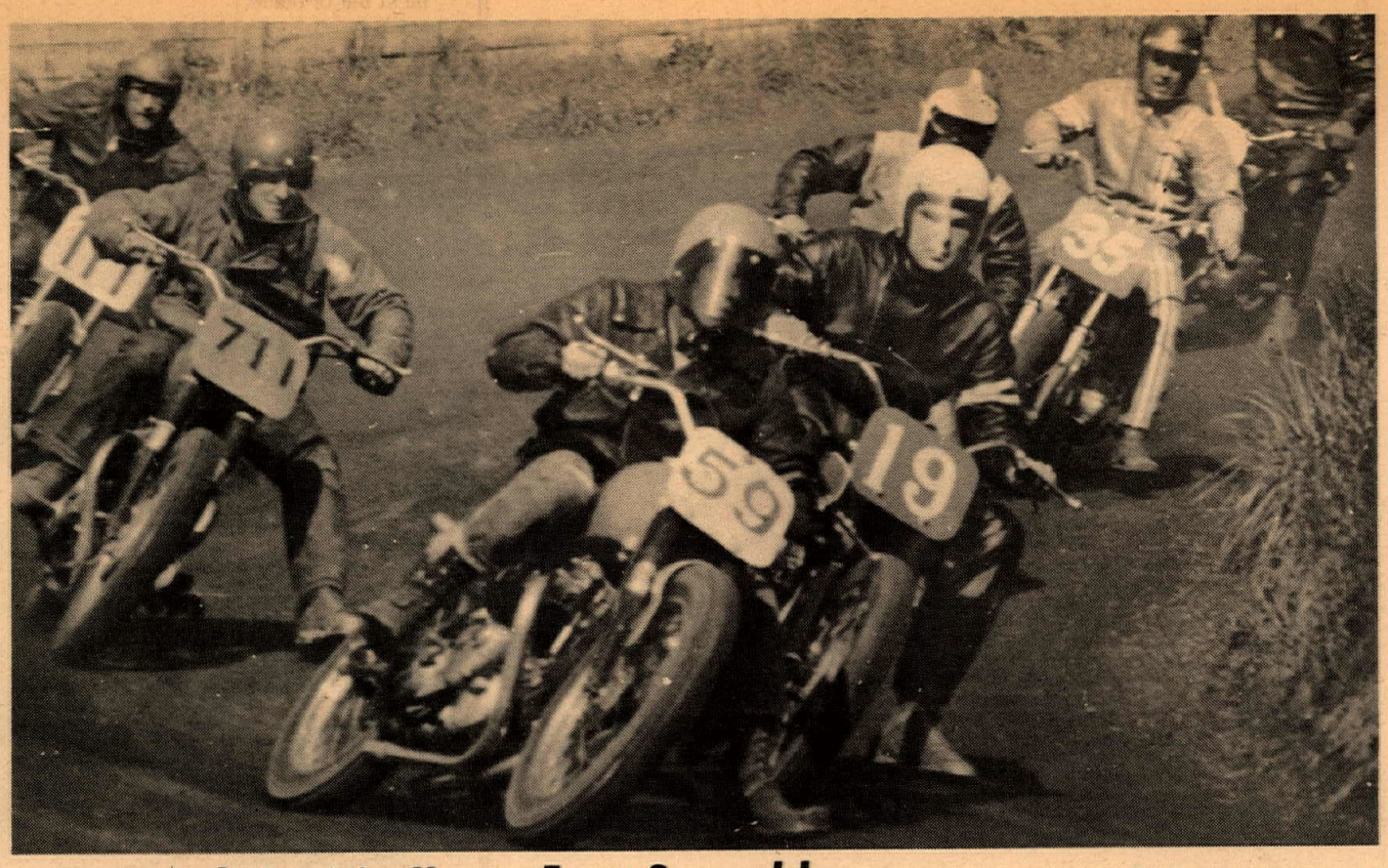

Henry (59) Schram and Bob (19 Burnstein dice for the lead spot.

Brush Prairie Hosts Fast Scrambles

By N. Williams

With the track hard and fast with just a little dust, the top sportsman riders were out to try for top honors at the first Lucky Spokes race of this season.

They were all good fast races with no one dominating the field.

Henry Schram of Vancouver, Wash. was out to top his last years record. Henry No. 59, Triumph, in the open class was the 1968 A.M.A. Western Regional Sportsman Champion with 110 points.

Henry was track champion in the open class last year with Bob Burnstein No. 19, also Triumph mounted close behind.

These two will be two of the open class riders to watch this year. Both ot them should be among the top sportsman riders of the year.

(Results on page 20)

SCRAMBLIN AROUND

By Maureen Lee

Last week we mentioned that District 37's Secretary-Treasurer Ben Bok had spent the day at Perris to check out the scrambles situation, and that we'd keep you posted on the outcome. Well, Ben has turned in a very good report on what he learned from talking to riders and from watching the proceedings. He admits he's an outsider at scrambles, but it takes someone like that to see the situation more clearly than those of us who live with it week after week.

In next weeks' column we'll tell what happened at the Competition Committee but here are some of the subjects we'll be hashing over. No dual sanction dates for 1970 and for following years until the scrambles scene is built up to where two clubs can throw a race on the same day without one going down the tube financially. Sponsoring clubs should be required to alternate their starting schedules so that big bikes don't always run in the afternoon.Let them run in the mornings on alternate weeks. From a spectator standpoint, it's best to run lightweights first, then the big boys and the ultra-lightweights last. Unless they have a personal interest in a rider, people who pay to watch a scramble come to watch the big bikes, not the tiddler division and if you've been keeping your eye on the situation think back a bit. When the big bikes were in their glory was when you saw spectators lining the fences. The big bikes dropped off and so did those paying fans. If you're an ultra-lightweight, don't get mad, we're one too, but the paying people would much rather see big booming Triumphs and Beezers than a pack of 100's luv! So we have to get the big classes built up again.

Another suggestion we're really all for is sure to cause some yelling and screaming. That is, all existing tracks should be slowed down by adding turns and obstacles and allowing the surface to deteriorate somewhat. New tracks should be laid out as scrambles tracks, NOT TT tracks, and do away with TT events altogether. Once again before getting too uptight on this, think back. Crater Bowl, Rusty Nails, San Pedro, Spencer Park, they weren't TT scrambles tracks, they were scrambles. And look at the quality of rider they produced! Those guys learned how to ride, not road race, and if you don't remember those days, it produced people like Bud Ekins, Jim Goldsmith, Jim Hunter, Skip Van Leeuwen, Eddie Mulder, Nick Nicholson, Don Surplice etc., etc., and even though some of them consider themselves "Old Timers" how they can still give anyone a good go for their money. While those who cut their racing teeth at only Prado Park, well, you learned to go fast and we'll admit we're a "Prado Park Wonder" ourselves. Can go like heck when it's smooth but face some ruts and the throttle gets turned the wrong way. Off!

It was a dark night for regular scramblers at the monthly Ascot TT. Just about everyone had troubles. Terry Moriarty got caught on the line with no fire and no plug, (fire your mechanic!). Fred Edwards blew, Ben Fakkeldy got a bad start, Ted Longwith fell off making it two nights straight he hit the turf. It was just one of those nights, but the above shouldn't feel too bad. Eddie Mulder and Dallas Baker didn't even make the main.

At intermission we ran into Jim Hunter in the crowd. "Mr. Goldstar" had his own shop now in La Habra, called Jim Hunter Motorcycle Repair and he specializes (naturally) in bikes from Brum. So keep him in mind if you need a little wrench bending done.

Well, as we said, we'll keep you posted on what happens at the CompComm.

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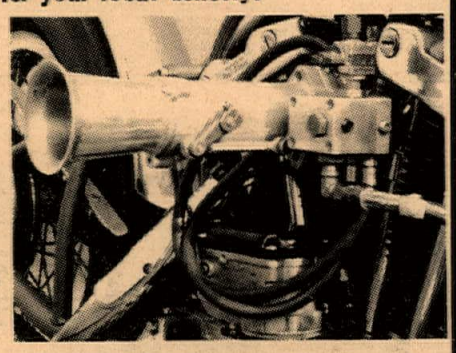

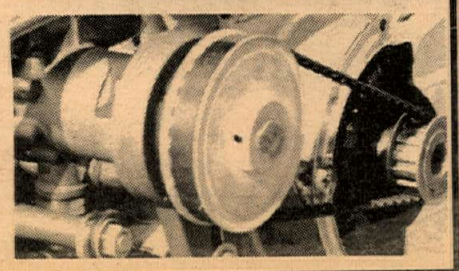

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Where Shall We Go?

By Dan L. Smith

Sunset In Palm Springs

We were just finishing up our Tuesday evening meal when out of the blue I suggested, "Let's take the bike and go to Palm Springs for coffee!"

My wife's first reply would be better off not repeated, but after a short discussion of the pros and cons of the issue we grabbed some riding gear, (she has this phobia about getting wet, every time I even begin to look at the bike she is grabbing for her rainsuit), fired up the faithful beast, hurried to the nearest freeway and headed for the desert.

On past Redlands and Yucaipa, and then we begin climbing the grade over San Gorgonio Pass. Just as we near Beaumont we leave the smog of the valley and the air begins to smell fresh and clean. The bike sounds really neat when it is pulling strong on a long grade. One of these days I'm going to record that sound for listening pleasure at home.

With the evening sun reflecting off the snow-capped mountains, and the bike sounding off, I begin to feel so full of adventure that I turned and casually suggested to my ever-loving, "it's so nice out and all, I think we ought to keep going maybe to Blythe, or we could be in Phoenix in just a little bit, and I'll bet you I could pull down New Mexico before daylight!" At this apparent outburst of insanity from me, her reaction was swift, shouting, gesticulating madly, and pounding on my back to register her protest. We were quite caught up in our own little world right there on the freeway running through Banning, when we were brought back to earth as a big Cadillac full of sedate looking people passed us with looks of amazement on their faces, completely certain that they were witnessing a violent domestic quarrel, or that here was this sweet little girl being hauled off against her will.

On down the pass we ride with the air gaining in warmth with every mile. As we reach the Palm Springs turn off the sun is beginning to set. A sunset in the desert has to rank among the most beautiful in the world. All the various colors brought out of the seemingly colorless rocks, with ever changing hues with each passing moment, and add to this display of color and pageantry a wind strong enough to stir the arabian type sand into swirling as if it were alive, and you have all the makings of a fairyland.

As we reach the limits of the city, the lights come on as if in welcome. The air is so warm and balmy that our jackets and helmets seem out of place, if not a downright nuisance. The main street of the city is lined with palms and each has its own light illuminating the branches being swayed by a light warm breeze. Looking out from the night of the city we can see the silhouette of the mountain ridges set off against the western sky that is not yet dark. It is beautiful yet eerie enough that civilization seems almost out of place.

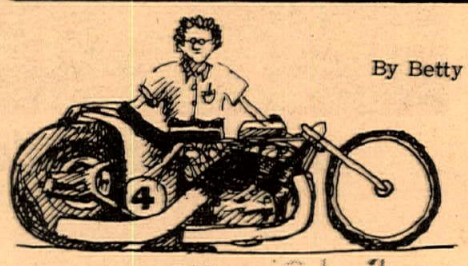
We found a vacant spot and parked the bike, stowed our jackets etc. and started up the street to do a little window shopping. There were a multitude of little shops and bigger department stores, some opened and some closed all with out any apparent pattern. One of the more unique shops we found was located on a small side street off the main drag. It was a small "hole in the wall" sort of place, that made and sold its own creations in candles. Unfortunately, it was closed but after much peering in the windows we decided it would be worth a visit again sometime when it was open. Many of the stores were having a sale and were advertising some very reasonable prices for their items. We stopped in an ice cream parlor and picked up a small ice cream cone apiece. The night was balmy enough that one had to be careful to keep it from melting and running over the edge of the cone.

After walking to and fro and checking out all of the latest fashions, and admiring all the different type of restaurants and filing the information for later use, we headed back for the bike and the trip home. One more place merits mentioning, however, most of the restaurants were empty or appeared to be inactive. But this one place, called Louise's Pantry had people standing on the sidewalk waiting to get in, and this on a week night!

We gassed up and headed out through the avenue of swaying palms and then into the black night with the moon lighting the sand and making it appear as snow. The wind was blowing harder now than on our way in. It is enough to make a person shiver from grim memories. Every now and then a gust of wind would hit the bike hard enough to make it shudder. Reminded me of a night, long ago, when we rode over this same pass on our way into California for the first time on an old R-50 loaded for bear, but then that is another story.

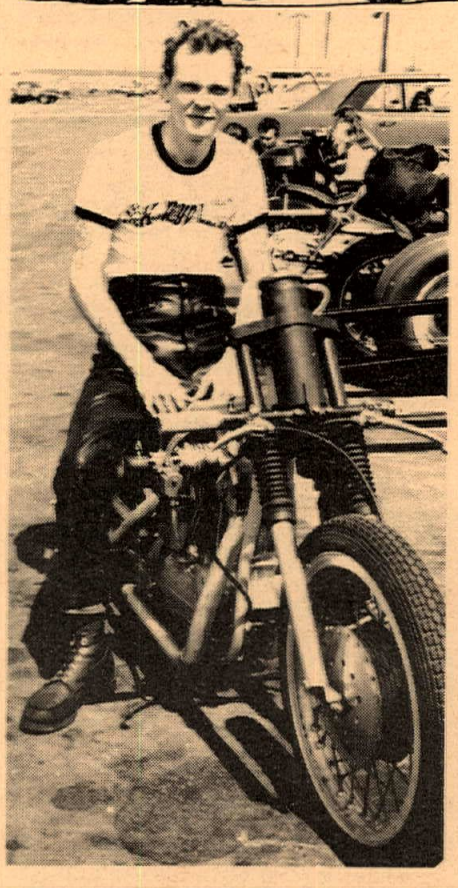
As we clear the pass, the bike begins to miss real bad on one cylinder beyond a certain rpm, (see BMW's do have problems, we are for real!). To keep it running right I have to run slow enough that I notice that I am running the speed limit for a change, and being passed by all the traffic!

In a short while we are again home, ready to face the duties that tomorrow will bring. This week though will be made a little more enjoyable by the fun we had on a Tuesday night. Now, where to next time?



By Betty Nichols

MEET THE DRAGGER



Very successful newcomer to the West Coast; Tim Mark sits on his Harley-Davidson dragster.

Lions Drag Strip has seen a new arrival from the East Coast win every time out in his class on a Harley-Davidson. Tim Mark, from Buffalo, N.Y., now lives in Long Beach with his wife Sue and daughter Theresa. Sue is not too wild about Tim's drag racing, but as she says, "If he didn't have the bike to mess around with, he'd probably be carousing in the streets." The Mark's like California and plan to make their permanent home here. We wish them the best of luck.

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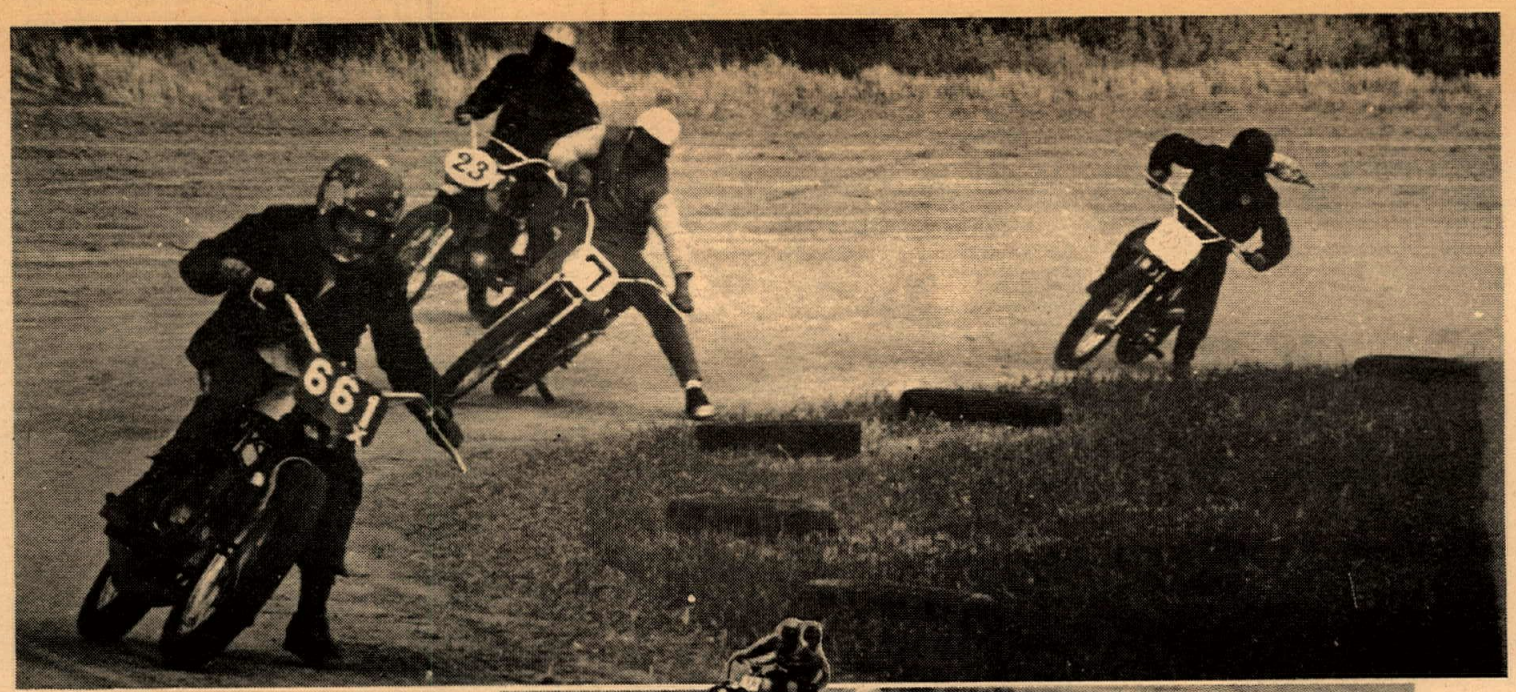
Carter Scores At Southbay As Side Hacks Thrill Fans

Story and Photos by Bill Harmer

CHULA VISTA, CAL., May 4, 1969 – Myron Carter of Poway captured Open Expert and Sweepstakes honors at the Experts M.C. meet on the Southbay Speedway TT course here today. Triumph mounted Dick Mills and Norton Ace Jim Harmon battled it out for second spot with Mills having a slight point edge. Hamon, who was third, is consistently in the top three finishers of the class and is gradually building up championship points. Defending points champ, Al Finan looked impressive winning the second moto but mechanical difficulty knocked his 650cc Kawasaki out of the final frame.

Undoubtedly the biggest spectator thriller of the program however was the appearance of the side hacks whose drivers and passengers courted disaster on the pavement-like hard clay track. H-D pilot, "Crash" Roesch and passenger Terry Benge outdistanced Jack Moffitt and Frank Dohs to capture the event. Ed Morris and Roger Emmons finished third on their big Triumph. Special mention should be made of the other Side Hack association members who made the long haul down to the border city to help make the sport of motorcycle racing more colorful and interesting to the spectator. Those who showed up were Ed Morris & Roger Emmons, Jerry Person and L.P. Woodcook, Thorpe Haynes and Dennis Erkel, Charlie Jones and Dick Armstrong and last but not least Steve Pettus and Harry Fisher. We hope they enjoyed themselves in San Diego and will return soon.

Perhaps the premier attraction on the regular TT program was the 250cc Expert contest which was masterfully dominated by Wayne Hosaka. Hosaka may have found a mount that suits him at last. It is generally opined that if Wayne can get on a bike that can survive his riding, he will win. His new mount is a Don Vesco tuned Ossa. Ward Ring who sustained a broken leg at Daytona during speed week (he fell off a horse) was limping badly but appeared to have lost none of 1968 championship form as he led for a lap that had to be restarted because of several spills only to have the transmission of his Yamaha fail and put him out of the main event. South Bay Yamaha's young rider Earl Barker gave the Earl Roloff tuned DT-1 a faultless ride to capture second. Kawasaki mounted Wayne Clarke of El Cajon outdistanced another Kawasaki pilot, Larry Collie for the third spot.

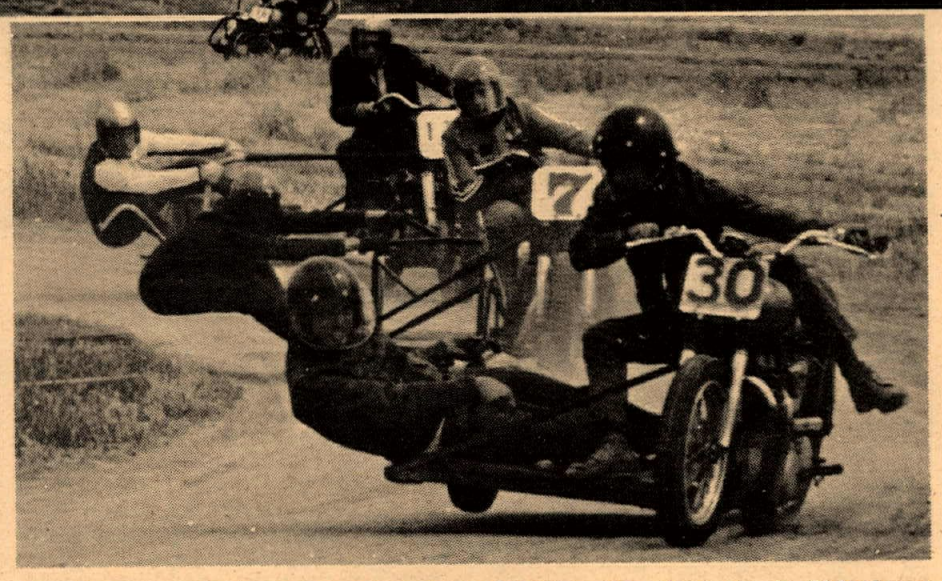


Tom (661) Berry led 100cc Main for the first 1½ laps. Sal (7) Peluso was the eventual winner.

Kawasaki mounted Bob Darnell, who has been knocking at the door, finally posted a decisive victory in the increasingly popular 200cc class but not without some pressure from Bultaco pilot Tom Bohler and Kawasaki rider John Cornett who captured second and third, respectively.

Surprisingly, the 100cc Expert race barely fielded enough entries to make up a class as many riders seem to be abandoning it in favor of larger displacement machines. A close contest was in store for the fans however as defending champ Jim McGuire and second runner up Carl Byers mixed it up good with Byers unseating the champ temporarily at least. Byers team mate on the C & H Racing team, Kevin Stafford turned back Mickey Chiara of Spring Valley to receive second honors. All entries in this race were riding Hodakas.

Yamaha riding Sal Peluso once again dominated the 100cc novice main event but a youngster from the L.A. area, Tom Berry, caused him some anxious moments by jumping into an early lead and making Peluso work hard to pass him.



"Crash" Roesch and Terry (7) Benge overtook Jack Moffitt and Frank Dohs to win sidehack race.

Bill Collie, Kawasaki mounted younger brother of Expert Larry Collie looked very impressive taking third place. It would appear that with a little more experience, Bud Fuller will have another "Hot shoe" in his Beach Cycle racing stable.

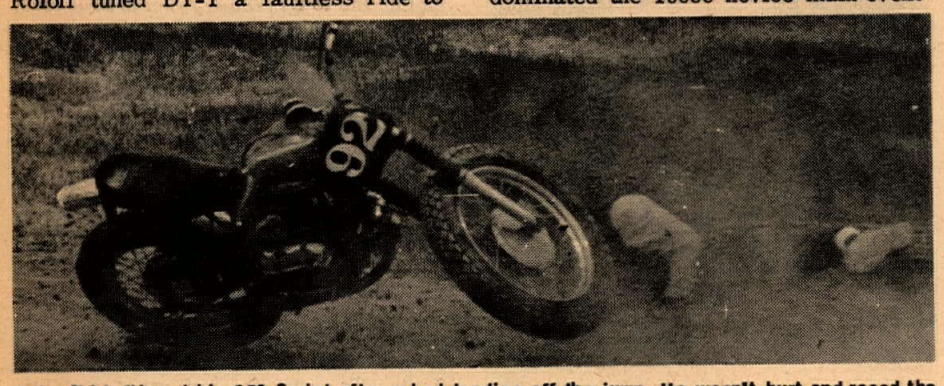
Young Randy Cushman outclassed the 250cc novice field on his Bultaco but the tussle for second place could have been anybody's with three hungry boys shooting for it. Yamaha mounted Neil Pouwn beat out Suzuki pilot Mike Kowshak and Bultaco mounted John Caldwell who looked impressive finishing fourth.

Veteran powder puffer Carl Chiara turned back an ever increasing field of girl type riders, but talented teen ager Lori Fuller was the apple of her daddy's eyes as she displayed continued improvement to capture second on the Beach Cycle Kawasaki. Hodaka rider Shirley Newsom was third.

In the added feature of all San Diego area TT scrambles, The Lucky Yamaha Sweepstakes open to the top two finishers in each class, was won by Myron Carter on a 650cc Triumph who just barely nipped Carl Byers on a 100cc Hodaka. Pretty Cindi Michal acted as Trophy Queen and presented the winners with valuable merchandise prizes from Lucky Yamaha as well as the Experts M.C. trophies.

The early morning showers and the chilly wind did not dampen the spirts of the 1200 fans or the 130 solo and 7 side car entries and the program which did not conclude until 6 p.m. was a real feather in the cap of the Experts M.C.

(Results on page 20)



John Shirk flipped his 250 Sprint after a bad landing off the jump. He wasn't hurt and raced the next heat.

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MEANWHILE DOWN IN THE PITS

By Ed Youngblood

Around November the rumor mills in AMA professional circles were alive. In Worthington the Competition Congress had just made radical and unpredicted changes in the rules governing dirt track racing. That fact, combined with no detailed information about those rules, set up wild speculation.

It is known that the limit had been raised from 500cc to 750cc for OHV motors, and that a rear brake was legal and optional, but little else was known. The immediate response was to mourn the demise of the KR and the Gold Star. Some said the 750cc Webcor equipped Triumph was legal. Some claimed that the production Honda four would legalize the Hailwood motor, and some predicted a summer of slaughter caused by upstart scrambles riders trying to use brakes on the half-mile. In short, the whole fruit basket seemed to be dumping over.

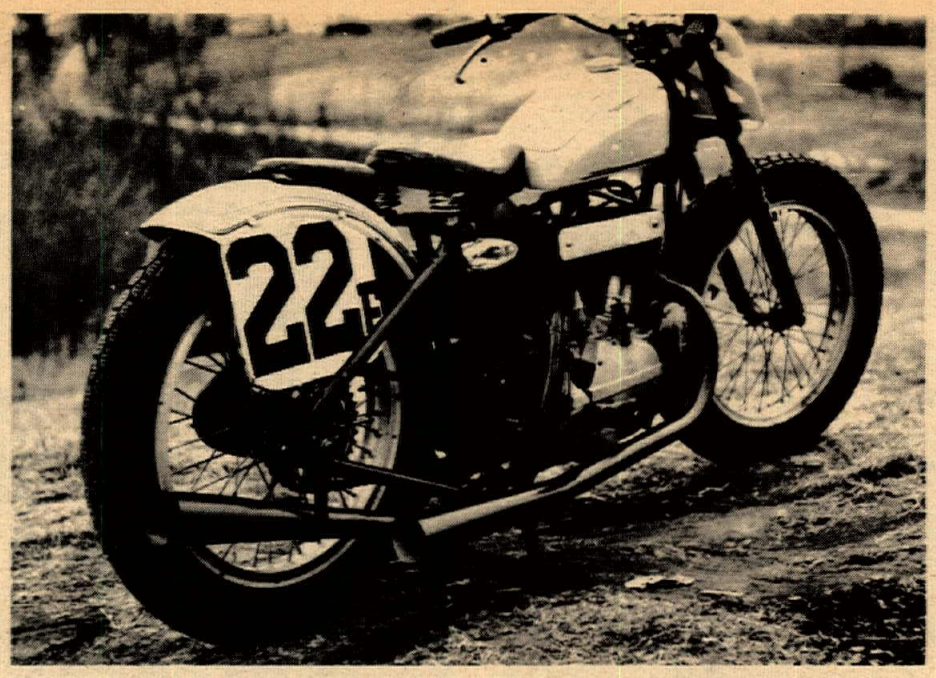
The Springfield race at the Clark County Fairgrounds in Ohio, however, indicates that no one is going to be in real trouble. If the AMA has done anything to professional flattrack racing by changing the rules, it is for the better.

By the end of the 1967 season the circuit had become a private battlefield between the KR and the 500 Triumph. Now it looks as if the coming season is going to hold a great deal more excitement in variety and experimentation.

Bowersox's Norton departed little from standard trim. Gearing problems kept it from flexing its muscles for the fans.

True, the old Gold Star will now pass away, but exponents of BSA have open possibilities with the 650cc Lightning. In the end it will be a far cheaper bike to maintain than the 500cc single, which had been developed beyond reliability and had outlived its parts supply. Nor is the KR dead. The Harley camp is very much alive and well with many innovations.

For these reasons, Springfield 1969 proved an interesting meet. It always has been important as the mid-west season opener, for it is the first chance for the factories and independent tuners to test their machinery before the demanding and costly grind of the summer season begins. Last year, for example, Gary Nixon traveled all the way from Baltimore to test the revolutionary Sonic frame. It was worth the trip. Nixon won, and by the end of the year the Sonic was a necessary item on the Triumph owner's winning list. But Springfield 1969 was more important than ever, for the riders were testing not just minor changes, but a whole new line of motors and book of rules.



Megaphones a full foot longer than the standard pipes look strange on the KR, but they seem to work well with the new domed pistons. And do they ever put up a bellow.

LOOK TO THE EAST

Triumph, with the Baltimore crew setting the example, seems to have the rising star for the season with its 650cc Bonneville. Rumor has it that Nixon tested the 750cc triple this winter, then settled on the Bonneville, and for the private owner especially it is a happy choice. The Bonneville, with minimal modifications, has all the power most riders will ever need on a half-mile oval, and the privateer can modify his Sonic 500 frame to fit, though a new frame for the 650 is available.

George Loveless, for example, purchased a pair of Sonics at the end of last season, and, like many others could see no reason in throwing away such an expensive mess of tubing. With a little cutting and re-welding, and some aluminum adapting plates, the Bonnevilles fit nicely. They require far less critical tuning than the little 500, providing a good margin of reliability in their greater basic horsepower.

Gary Nixon, of course, was on the show stopper. His Bonneville was cradled in a beautiful new Sonic springer, sporting chrome reversed-cone megaphones, and backed up by a hydraulic disc brake. Strangely, the head on the racing Bonneville is modified from the TR-6. The TR-6 head is re-ported just as the company did its 500cc head before the Daytona model was available. It is felt that the straight porting that results is probably more efficient than the splayed ports of the standard Bonneville. The stock splayed-port version is still on the agenda for testing.

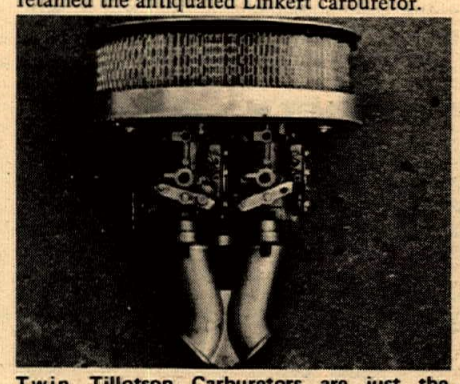
Most privateers were running TT pipes because they felt that the extra power afforded by the megaphones was not necessary. Though the straight-piped version seemed to be muscular enough, we will probably see more factory megaphones as the season progresses and they become more readily available.

MILWAUKEE VARIETY

These anxieties showed up in the Harley pits in the preponderance and variety of innovations. One can see everything from the old Linkert carburetor to single and twin Tillotsons. KR riders are trying every combination to get the power necessary to beat the British twins. The conventional flathead with Linkert is still competitive, but the most radical version of the KR now employs domed pistons, twin Tillotsons, and even megaphones.

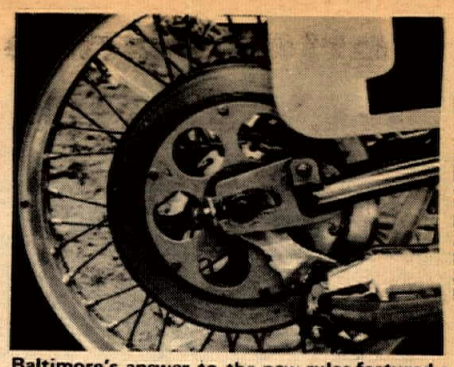
Bart Markel showed up with the twin-carb layout, but with straight pipes. Alton Story is running the domed pistons with 48 inch megaphones and a single Tillotson. Some tuners claim the megaphones do not increase power, but the heat race where first year Expert Story flatly outraced Darrel Dovel, the 1968 overall points winner on dirt, proved that they certainly do no harm.

Larry Darr had the most curious combination of the new and the old. His KR carried a hydraulic disc brake on the rear, but retained the antiquated Linkert carburetor.



Twin Tillotson Carburetors are just the answer to mixture problems caused by the heat differentiation of the H-D's in-line cylinders.

Harley riders are playing with frames too, looking for the right combination. **Last year the factory came out with the unconventional springer, turning away from the traditional rigid dirt-track suspension. This, however, seemed to be a matter of taste. Calvin Rayborn, extraordinary on pavement, felt more at home on the springer while Bart Markel seldom managed to make it act right. Bart's Springfield bike employed the rigid rear-end he prefers, but the rigid section now sports the adjustable rear axle tabs that proved so successful on the Sonic Triumps.**



Baltimore's answer to the new rules featured a Sonic springer, reversed cone megaphones, and a disc brake.

BEEZER RENAISSANCE

BSA also is going to put some life into dirt track racing. A half-dozen Gold Stars were present, but many riders were on 650 twins or were riding the Stars only because their new twins were still in the works.

Judging from the performance on the track, BSA has a real powerhouse with the basic Lightning engine, and it compares far better with the 650 Triumph that the 500 twins ever did with their counterparts. Indeed, some BSA riders claim that the fact that the 650 is actually a larger upper end placed upon a lower end with stroke identical to the 500, giving it oversquare dimensions, offers more developmental possibilities than the Bonneville.

As it is now, at the beginning of the season, it is an impressive motor, so one can expect great things if BSA works as hard on tuning as Triumph and Harley-Davidson do. The BSA rider also has access to a Sonic or sonic-type frame. Several companies are now in the business, and one rider said that he had ordered one frame from Sonic and one from a competitive ccompany. All examples present were running TT pipes, for the general feeling seems to be that there is enough power on tap to allow the tuner to concentrate on handling, gearing, and reliability rather than tricky business in the motor.

Only one Norton was present, but this motor, due to its brutish power in basic tune, may be one that receives more attention as the season progresses. Tom Bowersox's mount was based on the stock P-11 motor and frame. He said that so far most of his attention had gone into proper gearing, and that he hadn't been able to think much about handling, although the tough P-11 frame, designed for desert scrambling, should do nicely with no modifications.

In the motor, only the cams had been changed for a slightly more radical timing. Small diameter TT pipes were used for better torque, but Bowersox feels that little else must be done. Apparently, like the Lightning, the P-11 offers enough basic horsepower for the builder to devote his efforts to reliability.

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Left, 250 and 500 riders had their problems on this hill. Above, K. (196) Kato and Al (333) Baker swapped the lead throughout the race.

MOM GOES TO THE RACES

By B.J. Scott

SIMI, CALIF. May 11 – By choice or otherwise, a good number of Mothers found themselves spending their day in a picturesque spot, familiar to husbands and sons – Bay Mare Race Track. The isolated park was awakened early Sunday morn to the sound of bikes noisily tearing through hip high weeds to find the course laid out that very day by Wes Cooley, president of A.C.A.

The course included something for everyone to have fun on– jumps, straightaway, hills and one small mountain a few of the guys seemed to like so well they wanted to take a small part of it home with them.

There was a good group of men at the mountain top waiting for the ones that just couldn't quite make it, pulling them up by the handlebars, hands, legs or anything else they could grab hold of just to get them over the hump. Spectators had a hey-day.

Probably the best race of the day was between Al Baker (Yamaha) and Kyomaru Kato (Yamaha) in the combined 250 Junior-Senior class. Baker, a familiar face in the desert events now making the scene in the motocross circuit, found Kato very close competitionin both motos. It seemed for a while to be on-again, off-again for the lead with Baker finally stealing the showin both motos.The young Japanese has great style, and with the spectators savoring real competition racing, he really made his Yamaha sing.

It was rough going for some of the guys in the 100 Jr. class. In fact, the first moto of the day found only three of the machines making it over the top of the hill on the first try. That's three out of the approximately 40 riders that had started the race. After the dust subsided, some went for the top five times before finally breaking over. A few just said "forget it" and went around.

Don Emsler (Suzuki) got the checkered in the first moto. The second chase went to Dave Rodgers (Bultaco), Bob Fortier (Hodaka) carried off the third.

The 125 class also found Jr. and Sr. combined to put more men in action on the track. Al Baker led the first moto until about halfway through his machine stuttered, forcing him out of the race and giving Bob Bailey (Sachs) a clear run at it. Dan Etheridge (Sachs) was second Senior with Jim O'Neal (Bultaco) finishing as first Junior and Dick Foshay (Sachs) taking second and Ben Harnell third Junior.

The combined 250 Junior and Senior class found Baker and Kato neck and neck in both motos with Steve Hammer (CZ) running in third for the Senior honors. A little further back Bill Spann was vying for top Junior position with Terry Nichols (Maico) coming in behind for second. Third place Junior went to Mike Keanway (Kawasaki).

The smallest class of the day was the heaviest. Ron Fry (Husky) was first big bike Senior over the line followed by Andre Pillon (Rick). Mike Chamberland (Husky) was first Junior followed by Dave Shead (Husky) and Jo Litchfield (Husky).

The big bikes were a little cautious on the starting corner. Earlier, the second moto of the 125 class found about half the riders down on the course in a pile up on that first turn. No one was badly injured, but the heavyweights wanted a clean slate and waited for things to thin out before turning on the power. Open sportsman of the day in the heavyweight class was won by Jack Kell.

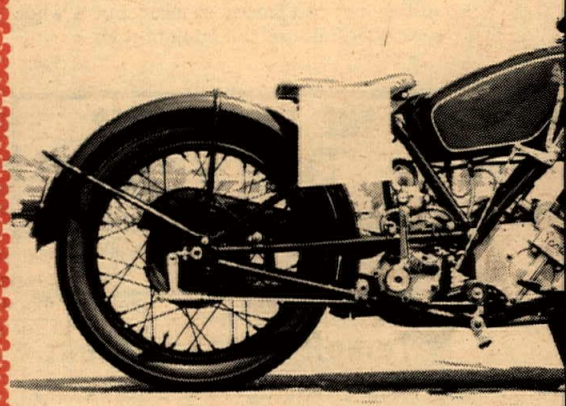
Most of the 130 entries finished both motos. The course was hard on both man and machine, but we heard no one complain. It was a good course for spectators and riders alike.

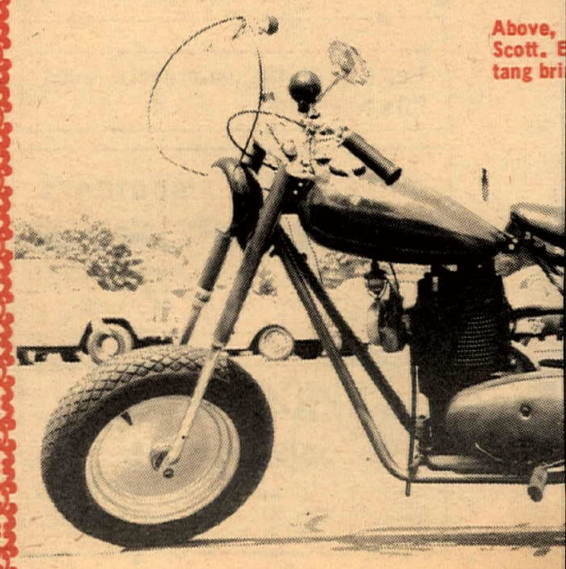
To top it off Jim Ferguson of Creloyd Champion Safety Helmets awarded a helmet apiece to the winner of the 100 Jr., 250 Jr. and 500 Jr. classes. It was a very pleasant surprise to the winners.

(Results on page 21)

Bill (511) Spann takes the inside at the start of the 250

125 juniors and seniors were combined in this race. Two riders going down in the dust right in the middle of the picture started a wild pile-up. Bob (452) Bailey was the Sr. winner, and Jim (202) O'Neal took the Jr. class.





Above, Scott. E tang bri

Nostalgia At Visalia

By Eric Raits

VISALIA, CAL., May 10 – More than sixty proud owners of the West's finest vintage motorcycles gathered in the heat at Visalia, California to show their machines, swap parts and stories, and compete in judging.

The second Annual Classic and Antique Motorcycle Rally attracted twice as many entrants as last year. The two-day event brought almost forgotten brand names such as Pope, Henderson, Rudge, Cleveland, Scott, and others to the San Joaquin Valley. Many of the bikes are museum pieces, restored to concours condition, looking perhaps better than they did when new.

Quite a few were ridden to Visalia and most were in running condition. Bob Ross, owner of Motorcycles Only rode a 1928 Harley-Davidson from San Pedro, starting out at three a.m. Saturday. A friend riding a 1926 Harley was not so lucky, his engine seized a few miles out of Los Angeles and he and the bike finished the ride in the back of a truck. Ross's ride was not without incident. The battery began spewing acid all over the rear of the motorcycle. Ross stopped and threw buckets of water on the fender in time to avoid damage to the paint. He took the award for the antique ridden the greatest distance.

In most cases the bikes had been found in barns or hidden away in back corners of garages. Some were in deplorable condition. Parts were missing, glass was broken, tires were rotting off the wheels. L.W. Parker's 1911 Indian was little more than a rusted frame before its loving restoration. The belt drive machine is now original with the exception of tires and the pulley attached to the rear wheel. The wooden pulley was hand made and Parker deserves a medal for his solution to the lack of 1911 Indian tires. It seems that Dunlop broke their mold for 18-inch tires of the type needed so Parker stretched 16 inch tires to fit the rim. A 16-inch tire is not the easiest thing to fit on an 18-inch rim, but 16-inch tires on 18-inch rims are a tribute to Parker's perseverance. The work and trouble paid off: Parker ran away with best antique honors.

Judges named Jim Davis's 1940 Indian four cylinder best classic. Most Unusual class was taken by Paul Madigan's 1928 water cooled Scott. The two-cycle, three speed machine was rated at 30 h.p.

John Coursey took the Harley-Davidson award on a 1938 H-D UL only to have the engine seize coming up the Grapevine on his way back to Los Angeles. John was accompanied by Rob Robbins who won the award for best German Classic with a 1955 Zundapp. The Harley-Davidson was left in a gas station and the hefty Coursey doubled up with Robbins for the ride back to Los Angeles.

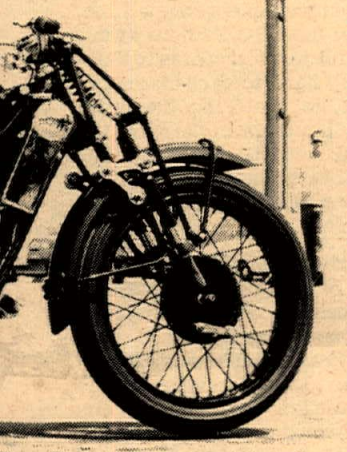
A total of twenty-six awards were given to participants in the concours. Frank Conley, secretary and founder of the Classic and Antique Motorcycle Association put it this way, "We want to encourage healthy competition and give out a lot of trophies. Dog-eat-dog rivalry where one big trophy is handed to the man who spent the most money is not our aim."

The Saturday night steak dinner was praised but the poker run Sunday lacked a little lime. A vee in the road was unmarked and most of the riders got lost.

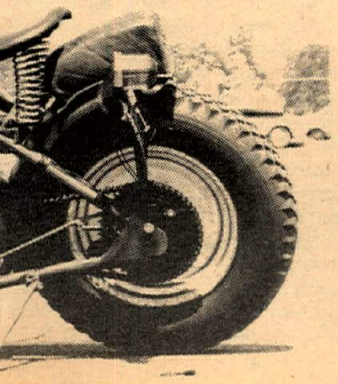
The Visalia Ramblers M.C furnished their clubhouse for entrants who were unable to get motel rooms.

The old ones are still very much alive and doing well. The C.A.M.A. Rally was a golden opportunity for people to not only see these beautiful classics and antiques but to watch them being ridden. It was a living, breathing museum.

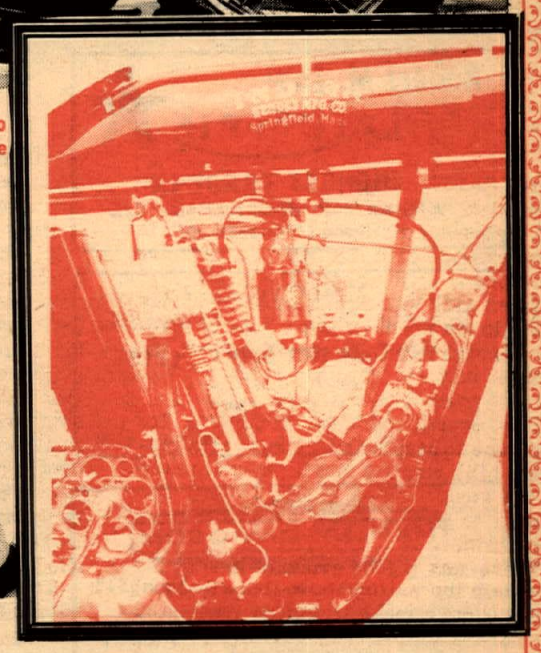
oto. He was the eventual winner.

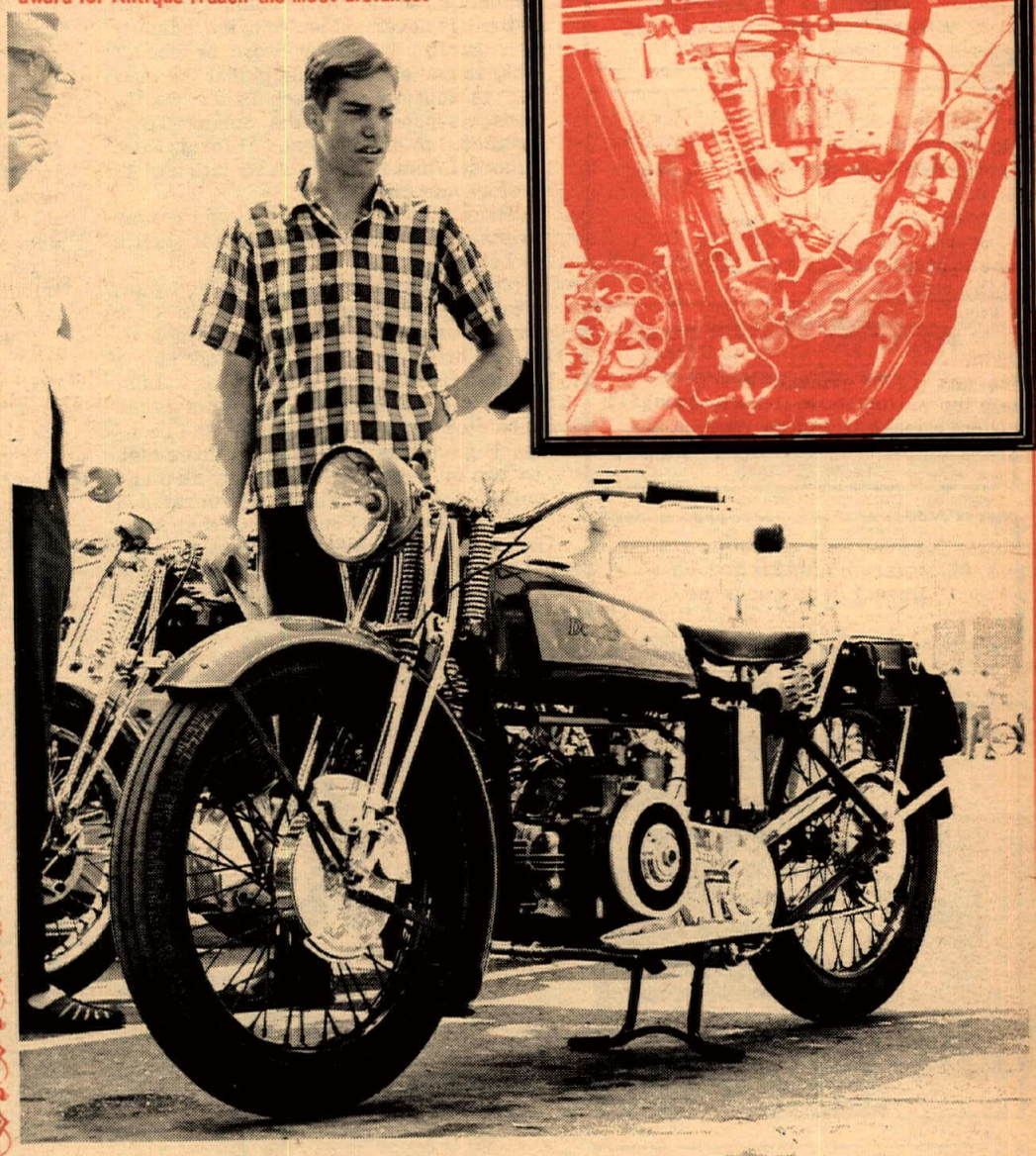


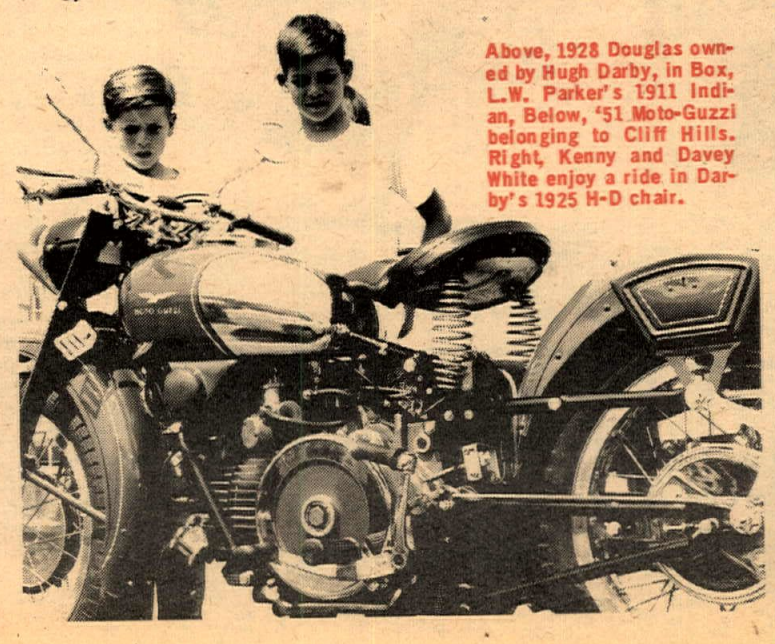
Madigan's 1928 Water-cooled
, Does Jesse James' 1956 Mus-
ck any memories?



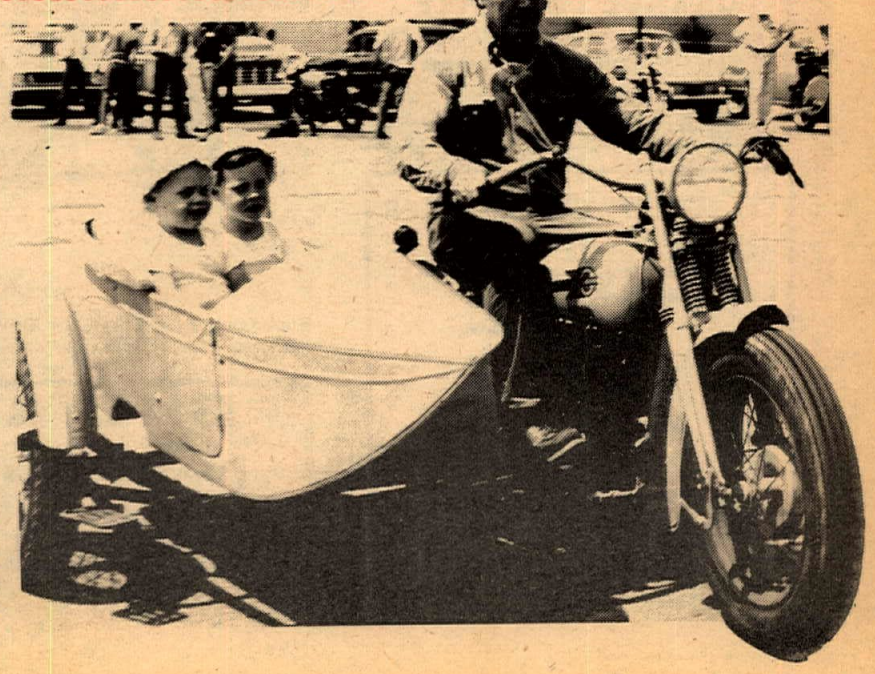
Bob Ross started before dawn Saturday, chugging to Visalia aboard his 1928 Harley-Davidson, to win the award for Antique ridden the most distance.







Above, 1928 Douglas owned by Hugh Darby, in Box, L.W. Parker's 1911 Indian, Below, '51 Moto-Guzzi belonging to Cliff Hills. Right, Kenny and Davey White enjoy a ride in Darby's 1925 H-D chair.



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Daylight Saving Time rousted Dress competitors out of their tents an hour early.

Story & Photos by Robert O. Fee

TWENTY-NINE PALMS, Cal., April 26– Over a thousand road riding motorcyclists from three western states rode to Twenty-Nine Palms to attend the 9th Annual City of Hope Spring Tour. Six hundred and five paid their entry fee and actively took part in the tour activities. The tour grossed $5,307.76 and after the expenses had been paid, $4,047.96 was the proceeds for the City of Hope National Medical Center at Duarte, California.

"No patient ever pays at the City of Hope," Mel Heininger, Executive Coordinator for the city explained, "but the patient is never subjected to the indignity of 'charity' by either word or deed." That is one of the precepts that the center is founded on. Such is the worthy cause supported by the Spring Tour, promoted by the Southern California Road Riders Committee, an association of 18 motorcycle clubs.

Many riders were on the road Friday evening and camped over night at Knott's Sky Park.

The program got underway at 1 p.m. when the Huntington Park Elk's Club Drill Team gave an exhibition of precision drill maneuvers and stunt riding on the main street of Twenty-nine Palms. This drill team is widely known as the only club west of the Mississippi doing the High Pyramid – six men three high on two motorcycles. The group also unveiled a new stunt that incorporated 6 men on one bike. Four, one on each side, front and rear, bent back from the machine with their arms extended and shoulders nearly scraping the pavement forming the petals of the "Sunflower." At the end of the arena, the petals closed up for the turnaround and then opened for the return run. It was a beautiful performance of symmetrical grace on two wheels.

The Silver Eagles started the formations of clubs. Twenty three motorcycle clubs passed through town flying the National Standard, the State Flag and the Club Colors. When all 500 bikes (including the outriders) were rolling, the Eagles fell in and twisted the parade's tail back to Sky Park.

A tremendous traffic jam resulted when all of the cyclists and what looked like half the high desert's population gathered at the entrance of Sky Park. Once in and settled, the Elk's team again exhibited their prowess for almost an hour.

In year's past, it has been customary for the various motorcycle clubs to make individual contributions to the City of Hope. The Too Tireds Motorcycle Club, through many hours of hard work conducting a yard sale, presented Mel Heininger $201. That, the only individual contribution this year brought the net proceeds of the tour to $4,221.12.

The Ace of Clubs appeared next demonstrating their skills of close order drill on two wheels. Their performance brought them much applause from the 2500 spectators gathered in the park.

Spyder, the rear wheel artist dazzled the crowd with his daring wheelies, some while standing on the seat. Spyder has appeared at prior Spring Tours and has become a favorite of the local citizens. During the parade, several townspeople were heard to ask cyclists if Spyder was going to perform today.

Huntington Park Elks Club Drill Team does the High Pyramid, six men three high.

Spyder always thrills the crowd.

Howard Eble and the High Way Kings set up their equipment and started the field events shortly after the Ace of Clubs took their bows. Eble and his group have come to be the acknowledged experts on field events. Many clubs seek their services for their own rallies. So many riders registering for the field events cut the number of events to a slow race, plant ride, and egg race. Several heats were required to eliminate the contestants. During the final runoff of the slow race, Harry Fisher, captain of the Huntington Park Elk's Drill Team disqualified early in the course. His last opponent, Burney Clark was unaware of it and very intent on balancing his BMW at the speed of 0-1/4 mph. Harry started clowning it up doing slow circles behind Burney. Pulling up just within Burney's side vision, Harry would then drop back and do a "no-hands slow circle." He chased Burney three quarters the length of the course before Burney became aware of the crowd's laughter.

The food is catered for the Spring Tour by Fords restaurant in Twenty-Nine Palms. Bud Ford has extended himself in every way for nine years to benefit the City of Hope and improve the image of motorcycling. He obtains the food at wholesale, donates the use of his facilities and hired help. Cyclists, notably the ladies of the Knights and Majestics M.C. spent most of Friday evening slicing 350 lbs. of roast beef and several hundred heads of cabbage for the cole slaw.

Bill Miller attracted a huge, well-fed, crowd around the truck when he started drawing tickets for the merchandise awards. Never before has so much been given away at a Spring Tour or any other rally. Twenty helmets were dispensed to the lucky riders along with 25 sets of spark plugs, leather belts, boots, jackets, gift certificates ($25 type), tires – over 100 items of merchandise was given away by draw. Darrol Steen of the Pacific Coasters M.C. was the champion "getter of '69." His efforts accounted for thirteen of the twenty helmets, the plugs, in fact, most of the goodies. By the time Bill had handed out all of the gems darkness had closed in, many riders were sacking in for the night, and the park settled down to a low roar until 2 a.m. when the beer and booze group roared in and made their boisterous way to bed. (When they could find it.)

Eight a.m. came too early for everyone (the clock sprang forward 1 hour), but those hardy souls of the spit and polish set were on the line, caressing their machines with soft flannel for the dress competition. Only two clubs stood out for judging, but the individual competitors numbered about sixty.

The Torch of Hope Trophy furnished by the National Medical Center is unique in design and rare in it's presentation. They are available to motorcyclists only at the City of Hope Spring Tour. Until 1967 they were extremely valuable to the proud recipients as they had to be earned by individual achievement in competition. In recent years, the RRC Fathers award the rare beautiful torch trophies to those who worked very hard to earn the recognition and then, to quote the Executive Coordinator, "Slap them in the face," by giving identical awards to riders who have done no more to earn them than find their way to the proper town and pay the required entry fee.

Eighteen Torch Trophies were awarded to winners of the dress competition. Nineteen Torches were then given away by draw. Fifteen cyclists earned their Torch of Hope in the field events exhibiting considerable skill, but nineteen warm bodies were given identical trophies. Mr. Heininger expressed pure disgust of the practice when informed that both his and his wife's names had been drawn for a trophy.

The big winner of the day was Steve Boren of La Verne, California, who purchased a ticket on the Harley-Davidson M-65 motorcycle. He won it! His machine will come to him courtesy of the Southern California Harley-Davidson Dealers Association through the Pomona dealer, Sherman Ames.

The image of the motorcyclists was vastly improved this year by the absence of the serape and sissy-bar set. Word had gone out that they were not welcome and several were turned away at the park by the RRX's "Public Relations Committee" who had the full cooperation of the local police authorites.

Most riders questioned, were satisfied with the tour and planned to return for the 10th Spring Tour next year. Mel Heininger was very pleased and on behalf of the patients and staff of the City of Hope thanked the riders for their support and participation in the 9th Annual Spring Tour.

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Slick Track Speeds Up Hollister Action

Scot Diffenbaugh (115) lost his second place in the main when he fell in the sweeper.

By Dale Ivan

HOLLISTER, Cal., April 27, 1969 – Extremely slick track conditions led to fast and slippery action at the Hollister TT Sunday. This made for a photographers delight but was hard on the riders that bit the dust. The South County M.C. did a great job of running an event that drew 245 riders and some 1500 plus spectators.

Ron McGuire's wrecking crew from the Monterey Bay area showed up and as usual cleaned house in the small bike class. Ron is the northern distributor of F&M reed valves, a product which is becoming very popular in northern Calif. because of its fantastic abilities. Ron Leidig, riding a reed Hodaka rode to an impressive win in the 100cc novice main, after defeating Steve Hernandez in what was an extremely close race. The 100cc Am. class was a clean sweep for McGuires bikes with the first three spots being won by reed valve Hodakas. John Brown, undefeated this year in his class, took another win followed by Fred Bennet.

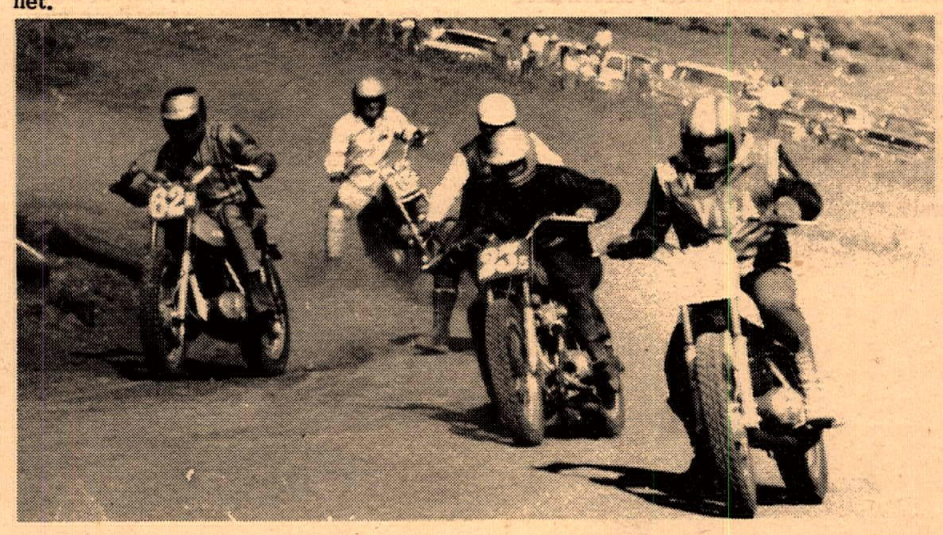
The 200cc novice main was won by Santa Cruz Ridge Runner Will Cavanaugh. Cavanaugh is a consistent winner in his class and he is making it tough on his fellow competitors.

The 250 amateur main lacked its usual spicy action as there were no pileups and little passing took place. Amateur Carl Triest took the lead from the start and six laps later had the win in the bag. Second place finisher Steve Wilson made a good showing his first time out on a new PurSang. The bikes stock gearing prevented him from being a real threat to Triest.

The nations number one sportsman rider, Paul Johnson, took another easy win in the 250 expert event. Paul won both his heat and the main on his Bultaco by a large margin. He was followed by Dave Bellina and Jim Rice.

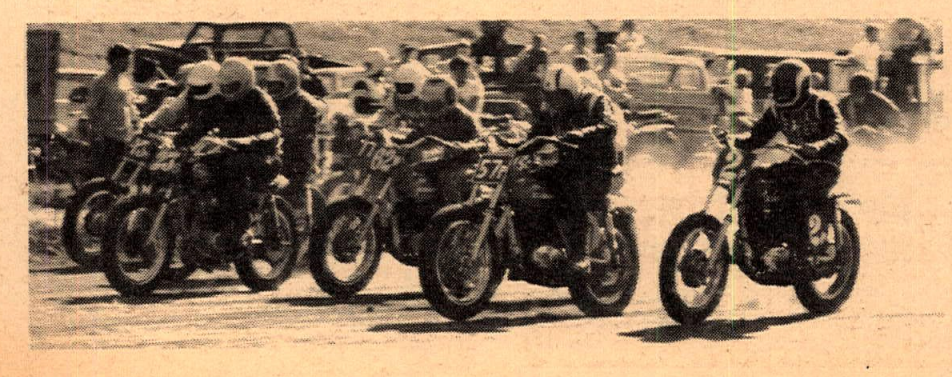
Rick Otto made a shambles of the 650 expert main by winning the event ahead of Bob Boaz and Lance Anderson.

(Results on page 20)



Don (62) Cowles and Craig (23) Fillmer play catch-up with unidentified #57p.

Extremely slick track conditions made for fast and slippery action at the Hollister TT.



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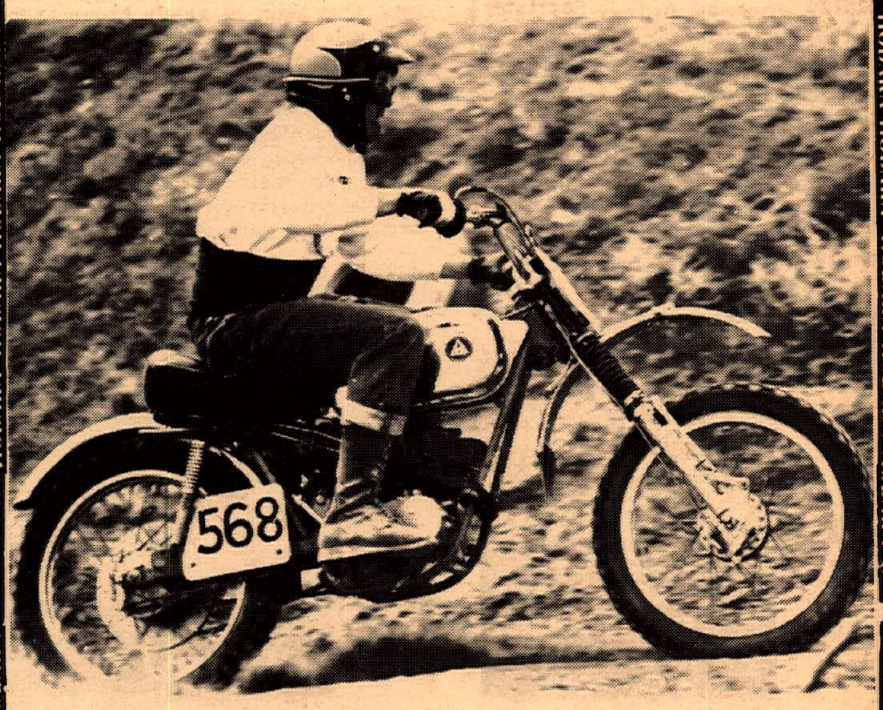

Hilltoppers M.C.
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2nd Chuck Hodson – 650cc Triumph
3rd Carl Pruitt – 360cc Husky

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HOLLISTER TT
Hollister, Cal., 4-27-69

100cc NOVICE
Ron Leidig Hod
S. Hernandez Kaw
N. Fitzgerald Suz
Dennis Spence Kaw
J. Rodriguez Hod
100cc AMATEUR
John Brown II Hod
Fred Bennett Hod
Fred Guzzi Hod
200cc NOVICE
Wm. Cavanaugh Bul
Jim Martin Kaw
Douglas Morris Bul
Jay L. Boyd Mon
Dale Ivan Bul
200cc AMATEUR
David Coffare Bul
Barry Webb Kaw
S. Pestoni Suz
John Hibbo Hon
Lee Seidel Kaw
250cc NOVICE
Wayne Farrell Kaw
Allen Chuck Bul
John Fagundes Bul
Herbert Wells Bul
F. Rohrenbach Mon
Jim Davis Yam
250cc AMATEUR
Karl Triest Bul
Steve Wilson Bul
Barre Love Bul
Bob Masters Bul
Charles Ivie Bul
250 EXPERT
Paul Johnson Bul
Dave Bellina Yam
Jim Rice Bul
John Silva Yam
Allen Kenyon Bul
375 NOVICE
Robert Clossen Hon
John Little Mon
Bill Johnstone Bul
Bill Alvein Mon
Howard Rist Mon
375 AMATEUR
Gary R. Smart Mon
Craig Fillmer Hon
Don Chisholm Bul
Jim Vermace Hon
Charles Ivie Bul
Jan Valencia Hon
Steve Wolkow Bul
Bill Williams Mon
375 EXPERT
S. Diffenbaugh Bul
Allen Kenyon CZ
Duane Spence Mai
A. Castelhano Mon
SIDEHACKS
J. Singleton,
M. Holliman Tri
500 NOVICE
Rodney Tavares Tri
Richard Carlson Tri
Jim Nelson Tri
Brian O'Hagan Tri
Mike Grazine Tri
500 AMATEUR
B. Landsborough BSA
Bill Bourgeis Hon
Richard Jacobs Tri
Bob Jensen Tri
Richard Abine BSA
Richard Crane Tri
650 NOVICE
Phil Turner BSA
S. Schumacher Tri
Larry Madrigal Tri
Rick Johnson BSA
Roy Geddie BSA
650 AMATEUR
Greg Rondy Tri
Jim Morrill Tri
Bob Masters Tri
Steve Spence Tri
Norm Seidel Tri
Ron Cotta BSA
Marc Smith BSA
650 EXPERT
Rick Otto Tri
Robert Boaz Tri
Lance Andersen BSA
Jerry Chadin Tri
Robert Scally Tri

Results

PERRIS NIGHT RACES
Perris, Cal., 5-3-69
By Grace Burton

100 NOV. A
Bill Dobbs Suz
Keith Miller Hod
Mark Reveles Hod
Robert Sanders Yam
B. Greenstreet Hod
100 NOV. B
George Luther Yam
Jeff Sexton Hon
Joe Carmillo Hod
Paul Lambert Hod
R. Stevenson Hon
100 AM./EX.
Doug Mason Kaw
Mark Bailey –
Brent Leroy Bul
Andy Skeel Hon
Steve Speedless –
125
Jimmy Stein Yam
Roger Osburn Yam
John Carmillo Yam
Dave Sprayberry Mon
Paul Lambat Hod
250 NOV. A
B. Greenstreet Bul
Stu Cox Bul
Dennis Creason Bul
Larry Stapleton Yam
Pat Lynch Suz
250 NOV. B
Tom White Yam
Tim Abslier Yam
Mike Wilson (tie) Oss
D. Makelpray (tie) Yam
Paul Lass Suz
NOV. MOTO
Mark Bailey Hon
Bruce Prior H-D
Dave McMahon BSA
Lance Bailey Hon
Edward Bixly Mon
AM/EX. MOTO
Steve Speed Yam
Ronald Moore Yam
Doug Mason Yam
Mike Posey Tri
Andy Skeel Hon

ELSINORE
Elsinore, Cal., 5-3-69

100 NOV.-1 MAIN
D. Hart –
J. Freis Bri
D. Daigh Hod
J. Sperry Yam
100 NOV.-2 MAIN
G. Wickam Suz
D. Gualda Yam
S. Willoughy Yam
D. Remp Yam
200 NOV.
L. Bird Yam
W. Blakeslee Yam
G. Acker Hon
250 NOV.
B. Huntsman Bul
D. Willardson H-D
S. Donaher Kaw
350 & 500 NOV.
G. Kirkendoll BSA
D. Luna BSA
W. LaCourte Hon
OPEN NOV.
D. Luna BSA
G. Kirkendoll BSA
F. Bendrat BSA
100 EX.
G. Wickam Suz
B. Rich Bri
D. Remp Suz
500 & OPEN EX.
P. Armstrong Tri
D. Luna BSA
G. Kirkendoll BSA
SWEEPS
B. Huntsman Bul

ADELANTO TT
Adelanto, Cal., 5-4-69
50cc
Jeff Sexton Hon
Rick Weir Toh
100cc
D. Sprayberry Kaw
W.D. Morgan Kaw
Kirk Redding Bri
Bob Sanders –
200cc
C.R. Haycork Bul
Glen Bolenbaugl Yam
Don Leal Yam
250cc
Ron Powell Kaw
Bill Hardin Suz
Gary Schamel –
Bill Futton Bul
500cc
Ned Bixby Mon
Don Williams Mon
Woody Schamel Mon
Gary Woods Mon

LUCKY SPOKES M.C.
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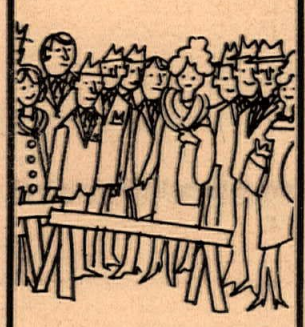
May 4, 1969

STOCK BEGINNERS
0-100cc MOTOCROSS
Jerry Callahan Hon
Bob Morris Hon
Bill Runger Suz
100cc MOTOCROSS
Gary Kapus Kaw
Billy Lewis Hod
Mike Gregg Kaw
200cc TROPHY DASH
Jim Nichols Kaw
A
Jim Nichols Kaw
Bob Wright Bul
Ron Fox Yam
B
Leroy Thompson Kaw
Max Eisenbraun Bul
250cc TROPHY DASH
Mike Ellis Yam
A
Mike Ellis Yam
Dale Hiyson Yam
Joe Kegley Yam
B
Tom Woods Bul
Bob Lindauer Yam
250cc
C
Jim Noble Yam
500cc TROPHY DASH
Mike Gregg Bul
A
Mike Gregg Bul
Doc Harmon Hon
Ron Fox BSA
B
Duge Dolan Hon
Vern Loy Vel
OPEN TROPHY DASH
Bob Lindauer BSA
A
Phil Austin H-D
Henry Schram Tri
Neal Hulet Hon
B
Mark Baker Tri
Jim Ding Tri

175 MILE BURR OAK ENDURO (6th Annual)
May 4, 1969
Midwest Natl. Enduro Riders
Rockford, Ill.
By Ben Hall

OVERALL WINNER
John Penton Hus
A
Dave Knutson Yam
B
Craig Maxwell Pen
A LIGHTWEIGHT
John Buffalo Bul
Chas. Thiakos Tri
Wm. Bradon Pen
B FLYWEIGHT
Allen Cook Hon
Duane Broten Sac
James Maxwell
A MEDIUMWEIGHT
Buck Walshworth Yam
Leland Schilling H-D
Ray Kussmaul Bul
A HEAVYWEIGHT
James McCabe Mai
Ed Schmidt Hus
Roger Kussmaul Hus
B LIGHTWEIGHT
Ronald Surdyke Yam
Pete Fagan Pen
Joe McFarland Bul
B MEDIUMWEIGHT
John Greenrose Bul
Jasper Kleinjan Yam
Mike Berry Yam
B HEAVYWEIGHT
Larry Boetther Tri
Robert Woodward Tri
Lewis Beattie Tri
SENIOR CLASS
Chas. Butz Bul
H.A. Driggs Hus
John Rogers Bul
BUDDY CLASS
Bruce Howe Tri
Robert Grewe Tri



MODESTO M.C.
HILLCLIMB, 5-4-69
By Margie Oxford

100 NOV/AM.
Robert Silva 190 ft.
200cc NOV/AM.
Keith Roseler 7:81
Larry Silva 170 ft.
250 NOVICE
Harold Meth 7:50
Don Cortez 7:87
Albert King 7:93
251-375 NOVICE
Clay Catlett 6:46
Roger Voyles 6:62
Harvey Barrone 7:21
Lee Dungas 7:21
500 NOVICE
Gordon Miller 6:12
Mel Cunha 6:15
500-650 EXPERT
R. Bertelucci 5:22
Frank Durso 5:52
OPEN AM. 500-UP
Don Cody 5:68
R. Bertelucci 6:69
501-OPEN
Jim Thompson 5:30
Tom Elsa 5:50
Robert Myers 5:53
Tommy Burnett 5:63

SACRAMENTO RACEWAY, Sacramento, Ca.
May 4, 1969
By L. Lawton

100cc NOVICE
Charles McGimsey Suz
Kim Jorgenson Kaw
Bill Trumbull Yam
125cc NOVICE
Steve Bullard Hon
Bruce Perry Yam
125 AMATEUR
F. McFarland Suz
Del Silva Yam
200cc NOVICE
Randy Dunn Bul
R.Pierre Bares Tri
Robert Wyman Bul
200cc AMATEUR
Gary Lozano Bul
John Green Kaw
Ron Gonnella Bul
250 NOVICE
Ron Matteri Bul
Ron Smalley Gre
Bill Whiteside Bul
Mike O'Brien Kaw
250cc AMATEUR
Steve Ferroni Bul
Pat McKee Bul
Jim Crenshaw Yam
250cc EXPERT
Stan Anderson Bul
Cliff Aksland Suz
Joe Henry Yam
Mike Corcoran Bul
MINI BIKE
Kim Jorgenson, Del Silva, Jerry Silva, John Minor, Dave Minkler
POWDER PUFF
Debbie Jackline, Lynette Gutierrez, Ginger Burrola

DEADMANS MOTOCROSS
Deadman's Point, 4-20-69

0-125 DIV. I
Al Baker Yam
Gary Bevans Yam
Bob Dietz Mai
Tom Cooper Yam
E.H. Fuller Sac
Louie Dunn Hod
0-125 DIV. II
G. Yarbrough Hod
Chuck Woody Yam
Bill Smith Yam
Earl Roesler Yam
Dale Walter Sac
Dirk Wambold Hod
250 JR. DIV. I
W.A. Harris Hus
Jim Fishback Yam
Gerald Herrera Yam
Ron Bird Yam
Robert Moore Hus
John Morris Hus
250 JR. DIV. II
Geo. Spellman Oss
Jerry Willmon Yam
Jim Rose Yam
Ernie Pascua Bul
Harley Pace Yam
250 SR.
Dennis Keefe Hus
Tom Horton Hus
OPEN SR.
Lon Peterson Mai
OPEN JR.
Shorty Raudman Hus
Bill Pettigrew Mon

SOUTH BAY SPEEDWAY DISTRICT 38 CHAMPIONSHIP POINTS TT SCRAMBLES
Chula Vista, Ca. 5-4-69
By Bill Harmer

POWDER PUFF
Carol Chiara Hod
Lori Fuller Kaw
Shirley Newsom Hod
100cc NOV. MAIN
Sal Peluso Yam
Tom Berry –
Bill Collie Kaw
Gary Schultz Hod
100cc EXPERT MOTO
Carl Byers Hod
Jim McGuire Hod
Kevin Stafford Hod
125cc
Jim McGuire –
Rich Hosaka Yam
Earl Roloff, Jr. Y Yam
200cc
Bob Darnell Kaw
Tom Bohler Bul
John Cornett Kaw
250 NOV. MAIN
R. Cushman Bul
Neil Pouwn Yam
Mike Kowshak Suz
John Caldwell Bul
250cc EXPERT MAIN
Wayne Hosaka Oss
Earl Barker Yam
Wayne Clarke Kaw
Larry Collie Kaw
OPEN NOVICE
Pete Antista Tri
M. Chamberlain Tri
Dave Humphrey Tri
OPEN EXPERT
Myron Carter Tri
Dick Mills Tri
Jim Harmon Nor
LUCKY YAMAHA SWEEPSTAKES
Carter Tri
Byers Hod
Hosaka Oss
SIDE HACKS
Crash Roesch and Terry Benge H-D
Jack Moffitt and Frank Dohs –
Ed Morris and Roger Emmons Tri

TROJAN SPEEDWAY TT
South Gate, Cal. 5-8-69

100cc TROPHY DASH
Paul Wilde Yam
250cc TD
Don Cook Bul
100cc MAIN
Paul Wilde Yam
Ron Williams Hod
Joe Ambrose Suz
Jack Morgan Hod
John Fries Suz
Dale Hopkins Suz
Glen Lane Bul
250cc MAIN
G. Cunningham Yam
Irwin Moon Bul
Don Cook Bul
Dennis Ralph Bul
Paul Wilde Yam
Phil Moon Bul
Glen Bolenbaugh Yam
Paul Kastriades Bul
Les Bailey Gre
Jim Greshme Bul
David Riggs Yam
Jim Dawson Yam

TT SCRAMBLES
Huntington Beach, Calif.
Cycle Park, May 11, 69
By Al Snow

100cc MOTO
Gary Wells Bri
Peter Haas Suz
Steve Thomas Kaw
Al Lavigale Hod
125cc MOTO
David Boydston Yam
Mike Payse Bul
D. Shandler Yam
Chuck Hanson Yam
250cc MOTO
Richard Gann Bul
Jerry Fornby Yam
Jim Peterson Kaw
D. Butterfield Yam
OPEN MOTO
Alan Reed Mai
M. Chamberlain Tri
Ron Bare Tri
Joe Erl Tri
SWEEPSTAKES
Richard Gann Bul
Jerry Fornby Yam
Jim Peterson Kaw
Garry Wells Bri

BUSHBUSTERS MOTO CROSS
Las Vegas, Nev. Apr. 20, 1969

125cc NOVICE
Peter Buck Hod
Steve Cooper Hod
Skip Jonson Hod
Kelly Tomlinson Bul
125cc AMATEUR EXPERT
Casey Folks Sac
Duran Saavedra Pen
Dan Statlander Yam
250cc NOVICE
John Harber Gre
Jan Bandringa Suz
Kim Wolfe Hus
250cc EXPERT
Bill Williams Bul
Robert Tooley Gre
Bob Mikulski Hus
500cc NOVICE
Robert Lea Hus
James Johnson Hus
Nick Thomsen Hus
500cc AM./EXPERT
Paul Harber Gre
Terry Griebel Gre
Chuck Hatcher Mon
Rick Miller Mon

TT SCRAMBLES-DUSTERS M.C.
Las Vegas, Nev., Apr. 27, 1969

125cc NOVICE
Peter Bock Hod
Bill Ronam Hon
Skip Johnson Hod
125cc AM./EXPERT
Dan Stantlander Yam
Duron Saavadra Pen
Roger Bill MB
250cc NOVICE
Dennis Benson Yam
Rex. B. Smith Gre
Elmer G. Myers Yam
250cc AM/EXPERT
Robert Tooley Oss
Billy Williams Bul
Tom Jones HD
500cc NOVICE
Bob Williams BSA
Tim Kaiser Mon
Steve Shaw CZ
500cc EXPERT
Chuck Hatcher Tri

POLKADOTS M.C.
49er ENDURO, Apr 20, 69
Foresthill, Calif. 567 Riders
Trophy winners
Sweepstakes - George Newson - Bul.

125B
Wayne Williams Hod
Hal Nunn Sac
Billy Fain Sac
Les Sturgeon Hod
Ed Young Pen
G. Fedderson Sac
Jim Tanner Sac
Tom Balmain Sac
R.A. Nelson Sac
Bruce DeLong Hod
125A
Hank Keough Pen
Paul Murphy Hod
250B
Ken Hatch Yam
Bill Trunbull Yam
John Frantz Yam
Don McNabb Hus
Robert Rogstad Bul
Robert Sorenson Bul
Jerry Moe Bul
T. Fletcher Yam
Jerry Erey Yam
G. Schaffer Yam
Daryl Hall Hus
Gene Kelso Yam
Fred Manning Gre
Bob Lee Yam
Cliff Potter Yam
Max Melchent Yam
C. Frates Yam
F.L. Renpro Jr. Yam
250A
David Ambuehl Yam
Charlie Brown Yam
Cloyse Holand Bul
OPEN B
George Johnson Hus
Joe Theroux Gre
Van Walbridge Mai
Ron Olson Hus
Will Mulock Tri
Robert Blackburn BSA
Ventura Rodrigues BSA
K. Robertson Hus
Al Gregersen Mai
OPEN A
Robert Young BSA
Garve Nelseon Hus
Troy Durham BSA
Dale Thuleen BSA
SIDEHACK
Rich Huartson Tri
Mel Wilson

RESULTS

RED NOTS M.C. HARE SCRAMBLES
April 11, 1969, By Dick Wright

Tom Poteet	250 Ex.	Bul
Mike Patrick	250 Ex.	Yam
Dusty Coppage	Op Ex	Tri
James Martino	500 Ex.	Hus
Bruce Dunford	250 Ex.	Hus
John Bailey	250 Ex.	Yam
Tom Muto	250 Ex.	Hus
Jack Byers	500 Ex.	Ric
Rich Shirey	500 Am.	Bul
George Zuber	250 Ex.	Yam
B. Lewellyn	500 Ex.	Hus
Danny Kline	250 Ex.	Gre
Wally Casperson	Op. Am.	Ric
Tom Smith	250 Am.	Yam
M. Dahlquist	500 Nov.	Hus
100cc CLASS		
Jack Morgan	Ex.	Hod
Mark Rader	Ex.	Hod
Jeff Wright	Ex.	SS Hod
Gary Griffin	Ex.	Zun
R. Duncan	Ex.	Pen
Milton Krause	Nov.	Sac
Allen Peppel	Am.	Hod
M. Palmquist	Nov.	Hod
Steve Fortner	Nov.	Hod
Dave Oakleaf	Nov.	Sac
J. Speakman	---	Hod

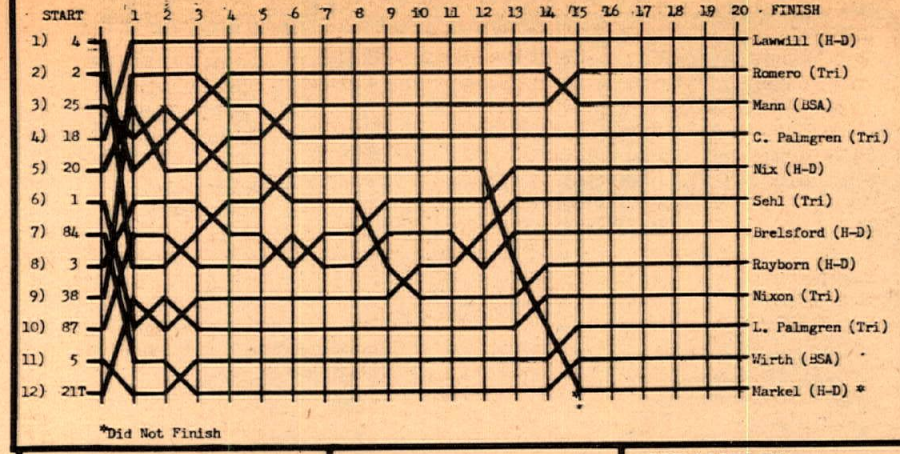
CYCLIERS EUROPEAN SCRAMBLES, Apr. 27,1969
Bakersfield, Calif.
By Jack Light
**Sweepstakes winner

125-cc and Under -Trophy winners	
Mike Runyard**	Sachs
Wayne Garrett	Yam
Rick Mears	Sachs
Phil Taylor	Maico
Tom Stackstill	Sachs
Kenneth Mullins	Yam
126-250cc	
Gary Conrad**	Hus
Mike Runyard	Kaw
Dennis Keefe	Hus
251cc-OPEN CLASS	
Mile Runyard**	Kaw
Bill Oliver	Mai
W.R. Oakes	Hus
Thomas Smith	Yam
Glenn W. Colby	Mai

NAT. POINTS ROAD RACE
Cotati, Cal., 5-11-69
By Cliff Zaitz

JR. G.P. MAIN	
0-175	
Deckard	
Fabricant	
Denton	
176-OPEN	
Eccelsine	
Miller	
Fulwyer	
0-175 G.P. SR.	
Sugimoto	Yam
Emde	Hod
Douglas	Hon
125 G.P. SR.	
Emde	
Gunther	
Valdez	
175 G.P. SR.	
Sugimoto	
Douglas	
Oveland	
350 G.P. SR.	
Baumann	Kaw
Grant	Yam
Emde	Yam
500 OPEN G.P. SR.	
Grant	Suz
Simmons	–
Dampon	Kaw
OVERALL 500 OPEN	
Damron	Kaw
Simmons	Nor
Steele	Kaw
250 SR. G.P.	
Grant	Suz
Baumann	Kaw
Burchards	Yam
PRODUCTION	
250 JR.	
Warne	Bul
Jewell	Bul
Lindsey	Suz
350 JR.	
Eccelsine	Kaw
Peterson	Bri
Littleton	Hon
250 SR.	
Oveland	Bul
Kerr	Suz
Make Peace	Suz
350 SR.	
Allee	Hon
Valdez	Hon
Bracken	Yam
OVERALL	
Damron	Kaw
Oveland	Bul
Simmons	Nor

CUMBERLAND TEN MILE NATIONAL



*Did Not Finish

SAUGUS SPEEDWAY
May 9, 1969
By Mike Capalite

TROPHY DASH	
Sonny Nutter	Eso
B MAIN	
Mike Konle	Eso
Greg Haserot	Eso
A MAIN	
Sonny Nutter	Eso
Steve Bast	Eso
Rick Woods	Eso
John Carter	Eso
Bruce Haserot	Eso

DESERT CHALLENGERS M.C. HARE SCRAMBLES,
May 4,69
Deadman's Point, Calif.

TRAIL BIKES	
John Rice*	Sac
Joe Ambrose*	Suz
Cobb Kloek *	Hod
Mike Priest *	Hod
F. Wilsford Jr.*	Hod
Jeff Drake*	V.T.
Larry Sproles *	Hod
Tom Chasey *	Hod
F. Wilsford Sr.*	Hod
J.M. Harwood *	Hod
Perk Smidt*	Hod
Alan Wilson*	M.B.
Noel Barber*	Hod
R. Malmstrom*	Hon
B. Stillwell*	Hod
R. Libonati*	Sac
Don Mullins*	Hod
P. H. Ziegle*	Yam
Mike Steven	Hod
Dve Gruttan	Yam
Henry Ramboa	Gil
R.C. Mendez	Kaw
Harley Streeter	Kaw
Mike Russin	---
Don Peterson	Hod
OPEN CLASS	
Tim Smith*	Mon
George Newton*	Yam
Dick Vick*	Tri
Bill Ydiando*	Mai
Jim Rowe*	Mai
John McClure*	Bul
Carl Spahr*	Velo
Richard Jordon	Kaw
Terry Thompson	Bul
Ed Holley	Tri
Robert Thompson	Mon
Hetherington	Gre
D. Scarsdale	Kaw
Loran Cole	Hus
250-125cc CLASS	
Rick Stumph*	Yam
Bruce Belden*	Yam
Bob Chesshir*	Mon
Ernie Pascua*	Bul
Doug Pace*	Bul
Rex Staten*	Oss
Terry Wyrembek*	Bul
Glenn Bowen*	Sac
Brian Akers*	Yam
Bryan Breker*	Yam
Roger Schmidt*	Bul
Kevin Underwood*	Yam
Bud Kink*	Hus
Robbie Giles*	Yam
Larry Kink	Yam
Tony Filardo	Bul
G. Dickensheets	Yam
R. Southwick	Yam
Jeff Branson	Yam
Bryon Bennett	Sac
Mike Mulllins	Sac
R. D. Martin	Mon
Curtis Radig	Sac
W. Wyrembek	Yam
D. Albertson	Mon
David Smith	Yam
John Gronek	Hon
John Jason	Yam

* Denotes Trophy Winner
Trophies will be awwarded at the next race, June 1st at 2 p.m.

POWDER PUFF ASSN. T.T. SCRAMBLES
Perris, May 11, 1969

50cc MOTO	
Jay Lewis	Yam
Jeff Sexton	Hon
Phil McDonald	Yam
Rick Parker	Hon
Hondo Long	Hon
100 NOV. MAIN	
Richard Sanders	Kaw
Steve Hyder	Hod
Steve Tinsley	Yam
George Luther	Yam
Kevin Bush	Suz
100 AM-EX.	
Doug Mason	Kaw
Steve Nichols	Yam
Richard Sweaney	Kaw
Jim Gilchrist	Yam
Frank McDowell	Hon
125 COMB. MOTO	
Jimmy Stein	Yam
John Rice	Sac
Bob Lambert	Yam
Larry Hardison	Yam
175 COMB. MOTO	
Danny Hockie	Oss
W.R. Madge	Oss
G. Bolenbaugh	Yam
John Cornett	Oss
Jim Doron	Bul
200 COMB. MOTO	
Bob Saunders	Bul
Don Cook	Bul
Dan Kisler	Bul
Mark Bailey	Tri
Tom Heard	Bul
250 NOV. MAIN	
Ron Ringen	Kaw
Dan Jones	Yam
Mike Hannon	Bul
Larry Bochkay	Yam
Mike Hagoski	Oss
250 AM. MOTO	
R. Fraunberger	Bul
Doug Mason	Yam
Charles Gann	Bul
Rick Talbot	H-D
Bill Bartels	H-D
2 50 EXPERT	
Steve Nichols	Yam
Loyal Penn	Yam
Larry Taylor	Bul
Dannie Hockie	Oss
Dan Carlton	Oss
100 NOV. CONSOLATION	
Terry Ash	Yam
250 NOV. CONSOLATION	
Richard Green	Bul
350 NOV. MOTO	
R. Wilkinson	War
C.W. McIntosh	Hon
Richard Bird	Hon
Fred Wing (tie)	Hon
John Wright (tie)	Bul
Walter Hanson	H-D
500 NOV. MOTO	
Al Smith	BSA
Sam Crooks	Mai
Ernie Carter	BSA
Steve Chamber	BSA
Rufino Hernandez	BSA
OPEN NOV. MOTO	
Art Amarillas	Tri
Mike McCormick	–
Gary McKeon	Tri
Mike Boyle	BSA
R. Croteau	BSA
350-500 OPEN AM.	
Glen Brunson	Bul
Tom LaFortune	Tri
Dennis Carlson	Hon
Jay Wahl	Bul
Don Burch	Bul
500-OPEN EXPERT	
Mike Posey	Tri
Tony Denius	BSA
Terry Dorsch	Tri
John Rice	Hon
Jim Connolly	Gre

SCRAMBLES
Uvas Dam, Calif.
May 3, 1969
By Dale W. Ivan

100 NOVICE	
Ron Leidig	Hod
S. Hernandez	Kaw
Tim Ronsse	Hod
Walt Nunes	Yam
100cc AMATEUR	
Fred Guzzi	Hod
Dave Payton	Hod
Jim Hunter	Hod
200 NOVICE	
Larry Powers	Bul
WM. Cavanaugh	Bul
Dale Ivan	Bul
Doug Morris	Bul
200 AMATEUR	
Steve Pestoni	Suz
Barry Webb	Suz
Fred Bennet	Hod
250 NOVICE	
Allen Chuck	Bul
Doug Behr	Bul
Wayne Farrell	Kaw
Ron Douglas	Bul
250 AMATEUR	
Bob Watts	Kaw
Steve Wilson	Bul
Bob Masters	Bul
Jon Ogilvie	Bul
250 EXPERT	
Paul Johnson	Bul
Allen Kenyon	Bul
Jime Rice	Bul
S. Diffenbaugh	Suz.
375 NOVICE	
Dave Clausen	Mai
Clarence Jones	HD
Jim Decker	Mon
Rod Clark	Hon
375 AMATEUR	
Ed Baldwin	Mon
Steve Wolkow	Bul
Don Cowels	Mon
Bill Alvein	Mon
375 EXPERT	
S. Diffenbaugh	Bul
Don Chisholm	Bul
A llen Kenyon	CZ
500 NOVICE	
Rod Tavares	Tri
Dave Whitehead	Tri
Larry Shultz	Hon
Rich Carlson	Tri
500 AMATEUR	
B. Landsborough	BSA
Bob Jensen	Tri
650 NOVICE	
Craig Godwin	Tri
Steve Rafello	Tri
Duane Kimball	BSA
P. Kardinsiki	Tri
650 AMATEUR	
Bob Masters	Tri
Pat Hurd	BSA
Jerry O'Connell	Tri
650 EXPERT	
Rick Otto	Tri
Bud Kneass	Tri

ACA MOTOCROSS BAY MARE RACE
May 11, 1969
By B.J. Scott

100 JR. CLASS	
Don Emler	Suz
125cc JUNIOR	
Jim O'Neal	Bul
125cc SENIOR	
Bob Bailey	Sac
250cc JUNIOR	
Bill Spann	Mon
250cc SENIOR	
Al Baker	Yam
Kiyomaur Kato	Yam
Steve Hammer	CZ
500cc JUNIOR	
M. Chamberland	Hus
Dve Shead	Hus
Jo Litchfield	Mai
500cc SENIOR	
Ron Fry	Hus
Andre Pillon	Ric
OPEN SPORTSMAN	
Jack Kell	---

DISTRICT 37 DESERT LIGHTWEIGHT STANDINGS
Through March 31, 1969
By George Zuber

			pts.	
1.	48x	Mike Patrick	770	Ex
2.	5x	Tom Muto	625	Ex
3.	1x	Larry Bergquist	500	Ex
4.	516x	Ron Wilson	485	Am
5.	30x	Bill Friant	471	Ex
6.	717x	Eric Jenson	460	Am
7.	3x	Bruce Dunford	440	Ex
8.	19x	Bill Walters	420	Ex
9.	4x	Glenn Thomas	405	Ex
10.	999mx	Dwayne Lumberg	387	Am
11.	22x	Dick Camp	380	Ex
12.	71x	Tom Schmid	371	Am
13.	7x	Daniel Kline	361	Ex
14.	151x	John Bailey	355	Ex
15.	6x	Phil Bowers	330	Ex
16.	134x	Carl Iverson	305	Am
17.	11x	Jim Corning	288	Ex
18j	39x	Ray Alexander	270	Am
19.	25x	Bill Harry	270	Ex
20.	57x	Tom Ruddy	260	Ex
21.	26x	Gary Conrad	260	Ex
22.	582x	James Jacklett	245	Am
23.	54x	Noel Cobbs	230	Ex
24.	24x	Charlie Hermanson	220	Ex
25.	51x	Larry Haley	212	Ex
26.	28x	Ron Bishop	210	Ex
27.	23x	Don McNamee	209	Am
28.	49x	Gary Preston	205	Ex
29.	43x	Gary Gibson	200	Am
30.	222x	Roy Knight	200	Nov
31.	307x	Dave Richards	200	Nov
32.	9x	Dennis Torgerson	200	Ex
33.	239x	Jim McClurg	195	Am
34.	27x	Dick Breker	190	Am
35.	180x	Jim Wilson	185	Ex
36.	604x	William Fleming	184	Nov
37.	108x	Bob Sizer	180	Am
38.	8x	George Zuber	180	Ex
39.	55x	Gary Westergaard	171	Am
40.	267x	Ken Jenner	168	Am
41.	77x	Bill McCoun	166	Nov
42.	69x	Gordon Schmid	162	Am
43.	90x	Dan Ortega	155	Am
44.	203x	Dick Wright	155	Am
45.	599x	Dave Messer	155	Nov
46.	20x	Terry Trachy	155	Ex
47.	740x	Michael Culwell	153	Nov
48.	279x	Bob Waters	150	Nov
49.	257x	Don Memmott	150	Nov
50.	93x	Bill Bragdon	145	Am

Final Official results from Elsinore Grand Prix subject to change.

CLASS A SPEEDWAY
Whiteman Stadium
May 10, 1969
By Mike Capalite

TROPHY DASH	
Sonny Nutter	Eso
C MAIN	
Ron Miller	JAP
B MAIN	
L. Heinselman	JAP
Sammy Tanner	JAP
A MAIN	
Mike Konle	Eso
Steve Bast	Eso
Rick Woods	Eso
Sonny Nutter	Eso

AMA NATIONAL POINT STANDINGS AFTER 20 LAP CHAMPIONSHIP
May 4, 1969

Mert Lawwill	128
Cal Rayborn	105
Ron Grant	91
Mike Duff	82
Bart Markel	80
Ron Gould	67
Dusty Coppage	65
S. VanLeeuwen	57
Tom Rockwood	56
Gene Romero	56
Peter Kellond	52

33 – 33 – 33 – 33– 33 – 33– 33– 33 – 33
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THINGS TO COME
DIRT DIGGER
STYLE
★★★★★★★★★
May 25th
Hangtown Moto-x Placerville, Cal. By the Dirt Diggers North.
★★★★★★★★★
June 28 & 29
Hopetown 2nd Annual All States Scrambles by Dirt Diggers M.C. (south)
★★★★★★★★★
Remember – you're in good hands with the Dirt Diggers

Powder Puff Scrambles, Perris

Big bore riders go thru tech. inspection under the sharp eye of one of the ladies of the day.

By Pat Dempsey

Lupine, Wild Mustard, and Brittlebrush accented the lovely ladies as the Powder Puffs flagged them off at Perris Sunday.

Merle Mallillin was a very busy girl in the south turn, waving her lace trimmed flag. There were many wipe-outs there. In mid-afternoon she said, "That's thirteen crashes I've counted, that last one was a bad one." There would be more, changing the outcome of many races.

Chuck (194) Gann fell while leading the 250 Amateur Moto and wiped out Rick (90) Talbot and Bill (58) Bartel. On the restart he wiped himself out leaving only two riders for the next two 250 Amateur Motos.

Mike Posey fiercely chased Tony Denius in the first Moto Grande. In the second big one Tony chased Mike and tried too hard in that bad south turn. Tony took the last one.

It was a rather long day and the Powder Puffs gave the riders more time on the track than most are used to. In the last series of motos the riders were requesting three laps instead of four but the ladies wouldn't relent and made them go the prescribed amount.

(Results on page 21)

BSA rider Al Smith showed the 500 Novices the way it's done.

Gals and lace everywhere was the order of the day as the Powder Puffer hosted the guys on THEIR day. Merle Mallillin stood watch in the south turn or is it "endo-bendo".

TT Motocross Style

By Al Snow

HUNTINGTON BEACH, CALIF. May 11– With many mothers in attendance, a track surface near perfection, a fast wide groove with plenty of loose stuff on the outside for those that live high on exicitement, it was a fine Mothers Day for all.

Gary Wells, age 12, came all the way from Las Vegas to show them how it's done on a Bridgestone. Gary is the wheelie expert on a minibike, whom you may have seen at Ascot. He now has proved his ability in the 100cc class by grabbing two firsts and a second. Peter Haas and Steve Thomas made sure that Gary didn't win too easily.

The 125cc class was the battleground for Mike Payse on a Lobito and Dave Boydston (Yamaha). Dave edged Mike in the final tally by 100 points. Dennis Chandler held on to third place. James Knox failed to show on the line for the third moto, which gave Chuck Hanson the fourth spot despite the plague of falls he was having.

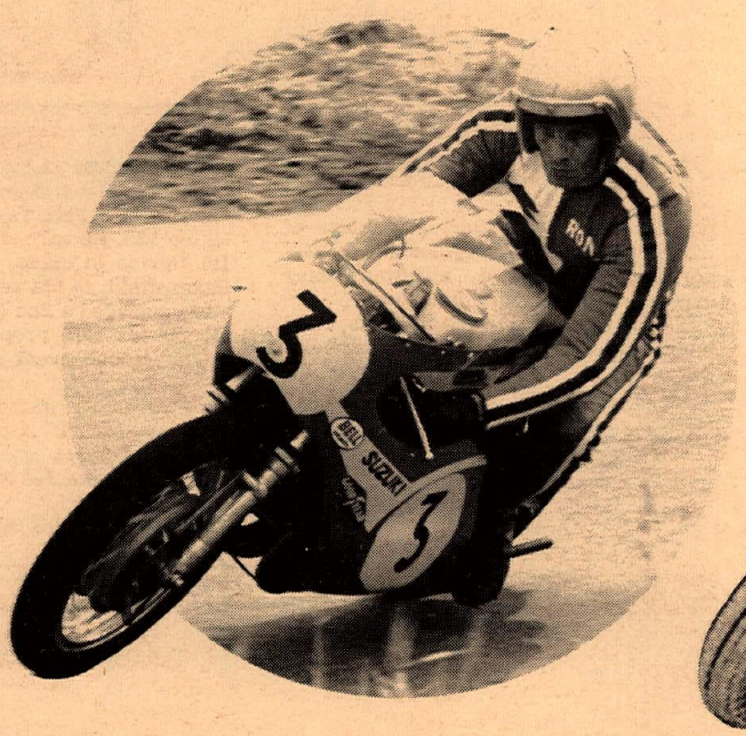
Richard Gann again showed the way home to the 250 class by grabbing two firsts and a second. Both Jerry Formby and Dean Butterfield losing a moto each, caused a big gap in points with Jerry coming back after a bad spill to grab second.

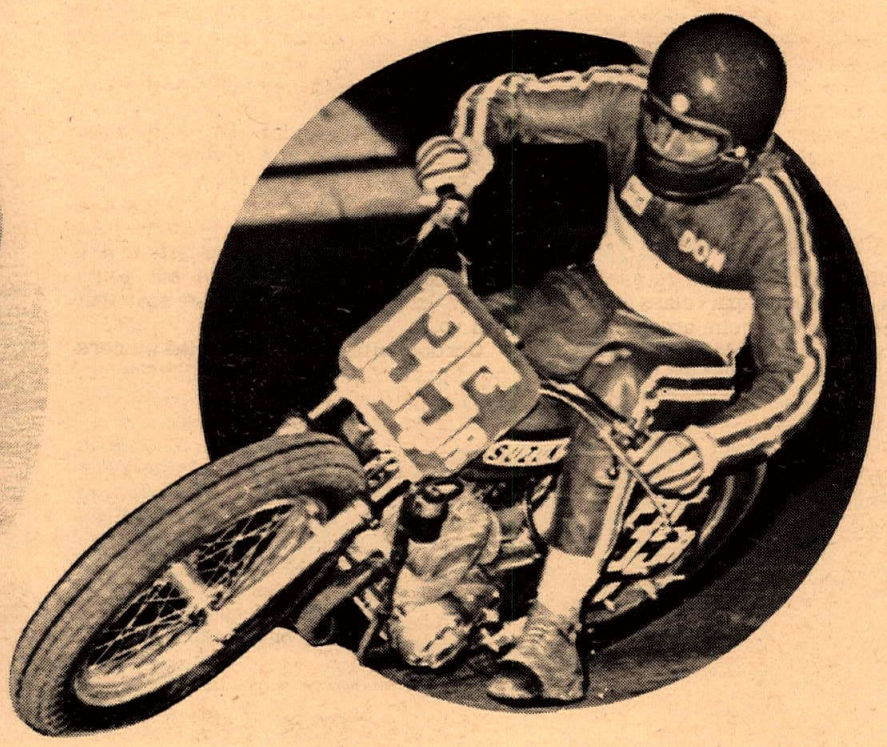
The open class proved to be Alan Reed's cup of tea on his super-fast Maico. A tight fight for second uncovered Mike Chamberlain's Prado experience to barely edge out Ron Bare.

Track owner Don England announces a change in starting times effective May 25th. Practice from 10 to 12 with the regular parade lap at 12:30 sharp. How's that, you sleepy heads?

(Results on page 21)

SUZUKI MAKES IT 2 IN A ROW





Heavyweight Senior G.P. – 5/4/69 – Ron Grant, Suzuki 500/5
That makes 2 in a row – at Orange Co. Inter. Raceway

Novice Main Event – 5/2/69 – Don Emde, Suzuki X6R Hustler
That Makes 2 in a Row – 4 for the season at Ascot

Express Yourself.

SUZUKI

Suzuki '69

Those Dam Cycles

Fast- Smooth and inviting was the action at Uvas Dam, as eager riders look on waiting their turn.

By Dale W. Ivan

SAN JOSE, Calif. May 3 – The Los Gatos M.C. held their first race of the season at Uvas Dam, near San Jose. The Club's event drew 254 eager riders and a large crowd turned out to watch the goings on a warm, sunny Sunday.

Action in the little bike class was again dominated by F & M Reed-equipped Hodakas. Ron Leidig rode a repeat performance of his Hollister victory, winning the 100cc Novice main over Steve Hernandez, Kawasaki.

Bultacos made an impressive showing by completely heading the 200cc Novice main, sweeping the first four trophy places. Larry Powers won the event after passing Will Cavanaugh on the third lap, Larry's 5-speed having a definite power edge on Cavanaugh's old 4-speed Bultaco.

The 250 Novice class seems more impressive every week. Some fancy riding was turned in by the first four finishers. Allen Chuck finally took over the lead after a fierce battle with the rest of the pack. Riders Doug Behr, Wayne Farrell and Ron Douglas battled forward behind Chuck, swapping places among themselves as they raced. Behr ended second, followed by Farrell and Douglas.

The nation's top sportsman rider did it again. Paul Johnson won the 250 expert main in a come-from-behind performance, passing the first four place like they were tied to a post. Paul's fans were completely astonished. Great things are expected from newly transferred expert Jim Rice, riding for D & D Cycles from Half Moon Bay, Calif. This was Jim's fourth expert race, and he has already picked up three trophies in his class taking a third today behind Johnson and Allen Kenyon in second.

Child Struck, But Okay

Scot Diffenbaugh stormed to another main event in the 375 expert class aboard his Bultaco. Don Chisholm appearing in his first expert race, held second behind Diffenbaugh, after fighting off repeated passing attempts from District 36's number two man, Allen Kenyon.

The 650 Expert race got off to a roaring start with Rick Otto storming into the lead, followed by Bud Kneass and Bob Boaz. On lap four big Bob tried to move around the outside of Kneass on the downhill section. Just as Boaz made his bid, his bike popped out of gear, sending Boaz off the track and into the crowd. Boaz stayed on top of his motor careening through the spectators as he went. WHEW! He finally laid his motor down, it shot out from under him striking a little girl about three years old. The little girl was hurled through the air, and when she struck the ground, she lay motionless. A few moments later she jumped up. Fortunately, her only visible injuries were some scratches, bruises, and K70 tire marks. The race was black flagged on lap five and Rick Otto was declared the winner.

(Results on page 20)

Scot Diffenbaugh (Bul) leads fellow 375cc experts as large crowd gets close up view from grassy hill.

Modesto M.C. Hill climb May 4th

By Margie Oxford

Modesto M.C.'s annual hillclimb Sunday May 4th was the success of the hillclimbs so far this year.

Nearly 2,000 spectators and over a hundred riders showed up for a hot and dusty day. The hill might have looked easy but the footage was only being marked to 190 ft.

A rutted 80 degree angle isn't what a rider calls easy.

Doc Loomis rode the hill without taking home a trophy to Portland, Oregon but had a good time trying.

Taking first in the 100 Novice was Robert Silva and his brother Larry took second in the 200cc. These fellows are the youngest riders around but you'd never know that to watch them tear that hill up.

Gordon Miller was back in the winners circle with a 6:12 time in the 500 Novice. Looks like Gordons making a great comeback after an accident last year.

Speaking of mishaps, Jim Thompson in the 501 open class might have taken first with a 5:30 time but it looks like he did it the hard way. Jim had no trouble making it over but tore himself and his machine up a bit after hitting a parked truck on top of the hill but managed to step up to the stand for his trophy.

(Results on page 20)

Anderson Takes Expert Win At Sacramento 1/5 Mile

By L. Lawton

SACRAMENTO, CAL., May 4 – Over 125 riders participated in the Motorcycle Short Track Races at the Sacramento Raceway Sunday, May 4th. Competing over the one fifth mile dirt track for trophies, the riders showed their skills to a crowd of over 500 avid racing fans. Sac[illegible]nto area riders were in the minority when it came to entering the winners circle. Charles McGimsey of Rancho Cordova, was the only first place winner among the local riders. McGimsey, fought off a strong bid by Kim Jorgenson of Stockton, to emerge the winner in the 100cc Novice class. Other area riders that received trophies were: John Green, Carmichael, 2nd in the 200cc Amateur class; Jim Crenshaw, coming back after receiving injuries in the April 13th race took a 3rd place trophy in the 250cc Amateur class; Joe Henry of Sacramento received the 3rd place trophy in the top class of the day, the 250cc Expert division. Henry had cleaned the card at the Triple M Speedway Saturday night, winning his heat and the main event. Mike Corcoran of North Highlands was able to get under George Carter, also of No. Highlands, on the last lap to garner the 4th place trophy.

Mini Bike races helped fill in the intermission and the action was fast and furious. John Minor of Sacramento was leading his race when he had the misfortune to fall in the path of another rider. John's helmet protected him and all that was hurt were his feelings.

(Results on page 20)

Classy Numbers

Shown here are pressure sensitive racing numbers from Ez-Ply. They come in white, black and red, are self-aligning for easy application and are waterproof. Finger pressure will remove

them if a change is needed. Numbers are 4" tall by 2-1/2" wide.

Dealer inquiries are invited. Contact Ez-Ply, 620 Gary Place, Newport Beach, California. Discounts apply to quantity orders. Prices are 25¢ each, six for a dollar, 18 for $2.

Carlsbad/Cycle News Motorcycle Circus Coming To Town June 14 & 15

Ther'll be action all around the midway as Carlsbad Raceway and Cycle News team up to put on a new thing in family fun June 14 and 15.

Definitely scheduled for the two-day and one night show at the beautiful Carlsbad grounds 90 miles south of Los Angeles are marathon road races, night drag races, motocross, TT-scrambles and a "midway" featuring displays of the best in new motorcycles and accessories from Southern California. Many events will run off simultaneously.

Tentatively on tap are a trials, field meet, grass track races and wheelie contests. The motocross will decide the winner of the CMC "Trip to England" series.

Start planning for a weekend of fun and excitement for the whole family right now, and remember those dates: June 14 and 15. You won't want to miss it!

Cycliers European Scrambles Mike Runyard's

By Jack Light

BAKERSFIELD, CALIFORNIA – The Cycliers M.C. once again proved to be masters in producing a motorcycle competitive event of the highest quality. Mother Nature provided a nice cooling stream of water that flowed through the course, which the riders had to cross four times per circuit.

Deep dry washes with seemingly vertical sides also were the down-fall of many.

Over 75 riders participated in the three events of one hour duration. A few of the more hardy riders entered all three classes, which means that they were in the saddle three hours or more, with only short intervals between races.

One such rider was 16-year-old Mike Runyard from West Covina, truly a remarkable young man. Mike and his Sachs 125 earned the Sweepstakes, 1st overall in the first event, a 2nd overall in the second event, and then came back to again win the Sweepstakes in the third event mounted on his Kawasaki 250.

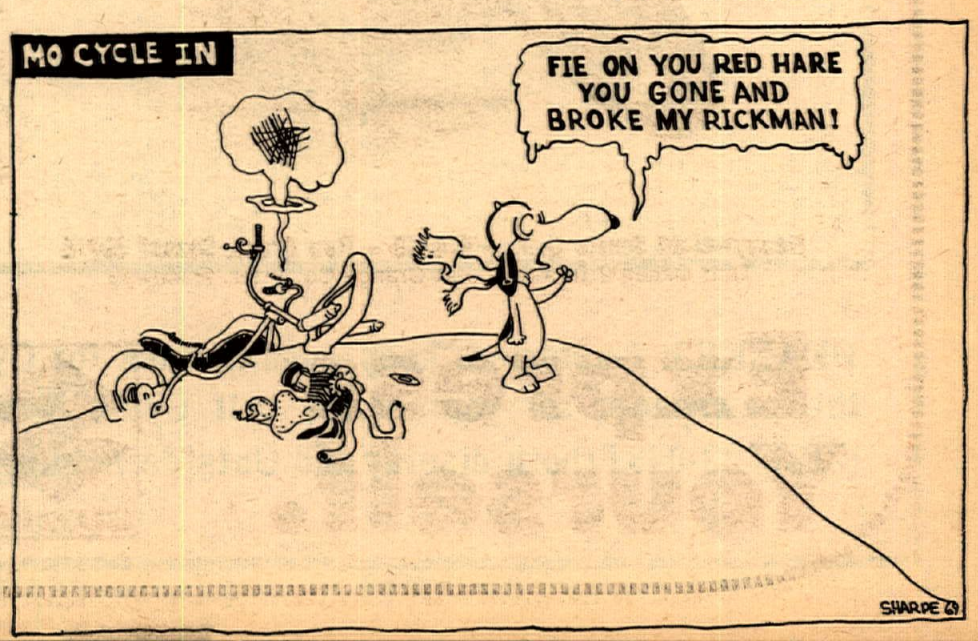
First place, and Sweepstakes for the second event was won by the ever-popular rider from Palmdale, Gary Conrad, astride his Husqvarna 250. Gary earned the victory going away, never being pushed at any point. In the final event it looked as though Gary would repeat his performance, being well out in front again, and gaining ground each minute, then the good turned to bad when mechanical problems forced his early retirement.

Mike Runyard brings his Sachs in for the gold, taking 125 class and sweepstakes wins.

An up and coming star of this wonderful sport was a 12-year-old rider from Bakersfield, Phil Taylor and his potent Maico 125. He earned fourth overall, and 1st Novice in class. Ken Mullins, from Bakersfield, in his very first race of any kind, managed a 2nd Novice, sixth overall on his well prepared Yamaha 125.

The second event seemed to take its toll of riders and machines, and the two hard luck guys of the day would have to be Gary Conrad and Woody Wilson of Shafter, for his windmill style crash, resulting in his sudden retirement from the competition.

(Results on page 21)



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Short Stroke

By Bill Blakeslee

Dissident Dealer

Tracy's, in Burbank, Calif. is a different kind of dealer. He has a campaign going now that is really different in its approach to a common problem.

Dissatisfied with the cooperation he is receiving from one of the importers of a line he handles, he is asking all his loyal customers to help. He is compiling a list of bike riders who agree with his position and will support him with a boycott of the brand involved.

The plan has merit. Already there are some 200 signatures. Two hundred may not sound like a lot but remember, this is from ONE dealer only. How many dealers can swing that much loyalty? Seems like this is one dealer who does more than just sell bikes!

Inter-Am Series To Start In Sweden?

Word is that the popular Inter-Am series will begin in Sweden this year. If true, it makes one wonder what the "Am" part means. Guess it doesn't mean America. Be tough on Americans who want those points.

The series is real popular with the Swedes and we'll probably see a whole flock of them this summer at the 4th of July races celebrating America's Independence Day. They'll probably also stop over for the East Coast races too, at Pepperell, Mass.

The first of Pepperell's qualifying races was held, and a success it was. Three thousand fans watched and paid at the gate so the promoters could offer the $600 prize money that was promised.

It was the first of six such races that will select who will ride in the Massachusetts Inter-Am series. Each of the qualifying races pays a purse, as does the Inter-Am, solely for the Americans that ride – the internationals have their own and separate purse to split up. Not only does this system help the riders but it gets the best riders too.

Stand by. Outboard and go kart enthusiasts will vouch for the power of the newest German firm to become interested in motorcycles: Konig.

Konig builds multi-cylinder, water-cooled, two stroke engines. They have fitted one boat engine, which produces 68 horsepower, into a road racing frame. It should get its first outing at the West German G.P. They may have teething troubles but it's a good guess it will be impressive.

This particular engine is a four cylinder, with four carbs all breathing through one disc valve located on top of the fore and aft engine (two cylinders in front and two lying back horizontally). Bore and stroke are square at 54 mm. A belt driven pump drives the water coolant from a tank under the engine through a radiator. Typical Konig thinking dispenses with normal theory on expansion chambers, just four collector pipes blowing into a large round tank.

Robert Logs Three

Off to a good start against the "jinx" he picked up by winning the Spanish 250cc G.P., Joel Robert has added the second and third win to his score. Only nine races to go and he has 45 points as opsed to 30 for Silvain Geboers and 22 for Torsten Hallman. Marcel Wiertz, the Bultaco runner who toured with the Inter-Am series, is now 5th in standings.

The CZ factory are now 1 and 2. Plus they have two more strong runners going for them with Konecny (4th place) and Stodulka (6th place). The CZ one-two combination are both from Belgium.

V8 Road Racer

There's only one really, and that's the famous 1957 Moto Guzzi water cooled vee-eight. Rumor has it that Mike (12 TT wins and 9 World Championships) Hailwood would ride the legendary Guzzi.

Hailwood has retired from racing bikes, unless the start money is sufficient and his car commitments allow, but supposedly he is talking terms with the factory. Guzzi's are doing well exprting their big 700cc V-Twin and the idea of promotion through racing is not unreasonable. Their technical director, Lino Tonti, is urging the heads to do so and has a refurbished and improved vee eight ready to go.

BILL IVY, another retired champ who has gone to cars and comes back when suitably tempted ($), has been $uitably tempted by Jawa. They have new 350cc

(Continued on page 27)

The Drag Race Scene

By Dan Zeman

Lions was closed Sunday, the 4th of May due to rain and was also closed Mother's day.

This time off gave me a little time to distribute a few posters and to talk to some of the dealers about the July 4th Meet.

This paid off quite well. Most of the dealers I talked to thought this was a very worth while event and opened up their checkbooks.

One of the gentlemen I talked to chose to remain anonymous, but gave $25.00. Dale Brown Motorcycles in Long Beach gave $10.00. Drag Bike Engineering also gave $10.00. Laidlaws H.D. gave a $25.00 merchandise certificate towards the top fuel class. Other merchandise awards are: Cycle Delic Choppers of Burbank will give a custom paint job to the top street winner, Suzuki Fun Center, Burbank will give a custom paint job to the top street winner, Suzuki Fun Center, Burbank will give a $25.00 award to the G street winner (210-265cc) and Roehr Bros. Motorcycles, also of Burbank will give a $25.00 award to the lowest class street winner which will be K street (0-96cc).

Other donors in the past few weeks were Lions $1,000.00, Betty Nichols $25.00, Dan Zeman $25.00, Ed Roth, Chopper Magazine $25.00, 2-Stroke Modification Center, Pomona $25.00, H.D. of Inglewood $25.00, Pete Devlin $5.00, and Don Green $5.00. This brings us to a total of $1,175.00 in cash and over $100. in merchandise awards.

As you can see, things are beginning to take shape. There has been an added attraction to the July 4th Meet. A Wheelie Contest. So those of you who like to ride on the rear wheel, here is your chance to do so and get paid for doing it....if you win, that is.

I've had my job at Lions for just about a year now and have been looking back at some of the results.

In the past year Joe Smith turned in the best E.T. and mph. On Sept. 8, 1968 Joe turned a 9.64 E.T. and on March 16, 1969 Joe turned a 155.97 mph. The Gas division will have to go to Marv Steinberg of Illinois who turned a 10.84 on Feb. 2, 1969 and Bob Braverman had the best mph. In Gas division he turned a 134 mph last Nov. 23rd, during the All-Bike Meet. This was done on his twin engine Kawasaki and this was the only time he ran in the Gas division. Bob usually takes a gamble on the Top Bike Gold.

Miller and Brackett of Drag Bike Engineering are the Modified Champions. They turned a 11.14 and 124.13 on March 2, 1969. This was done on an H.D.

The Stock Street Division will have to go to Bob Nelson and his Kawasaki. Bob turned 12.85 E.T. and 103.56 mph on March 16, 1969.

It's plain to see that we've had some pretty fast bikes at Lions in the past 12 months. Things even look better for the future. There are many Gas, Fuel and Modified machines in the works. In the future some of the machines to keep your eyes on in the Fuel divisions are Boris Murray and his twin engine Triumph. If he gets the drive line worked out I believe he will break 170.00 mph.

Joe Smith may be running in the low 9 'second bracket; he has something up his sleeve that he is keeping a secret.

Bob Braverman will be the man to watch on the 2-stroke scene. Bob will be out to challenge the 4-strokes in the near future. He hopes to do it on gas.

Jeff Gough had his Triumph running in the nines a few weeks back. If he's sharp enough to do that, it wouldn't be wise to turn your back on him. Gordon Kately (Bakersfield winner) will be out again soon. His next appearance will probably be in Arkansas. Gordon and a few other of the local boys are going to the Mid-South All Motorcycle Drag Meet at Stuttgart Air Base near Little Rock. This event will take place on May 18th so most of the guys are on their way.

Some of the Top Bikes and riders in the country will be at this event, including Joe Smith, Boris Murray, Leo Payne, Dave Campos, Glenn Kerr, Carl Mc Clanahn and many, many more.

Anyone wishing to contribute any cash or merchandise awards to the July 4th Meet at Lions, or if you would just like some information, please write to Dan Zeman, 379 Paseo De Gracia, Redondo Beach, Calif. 90277.

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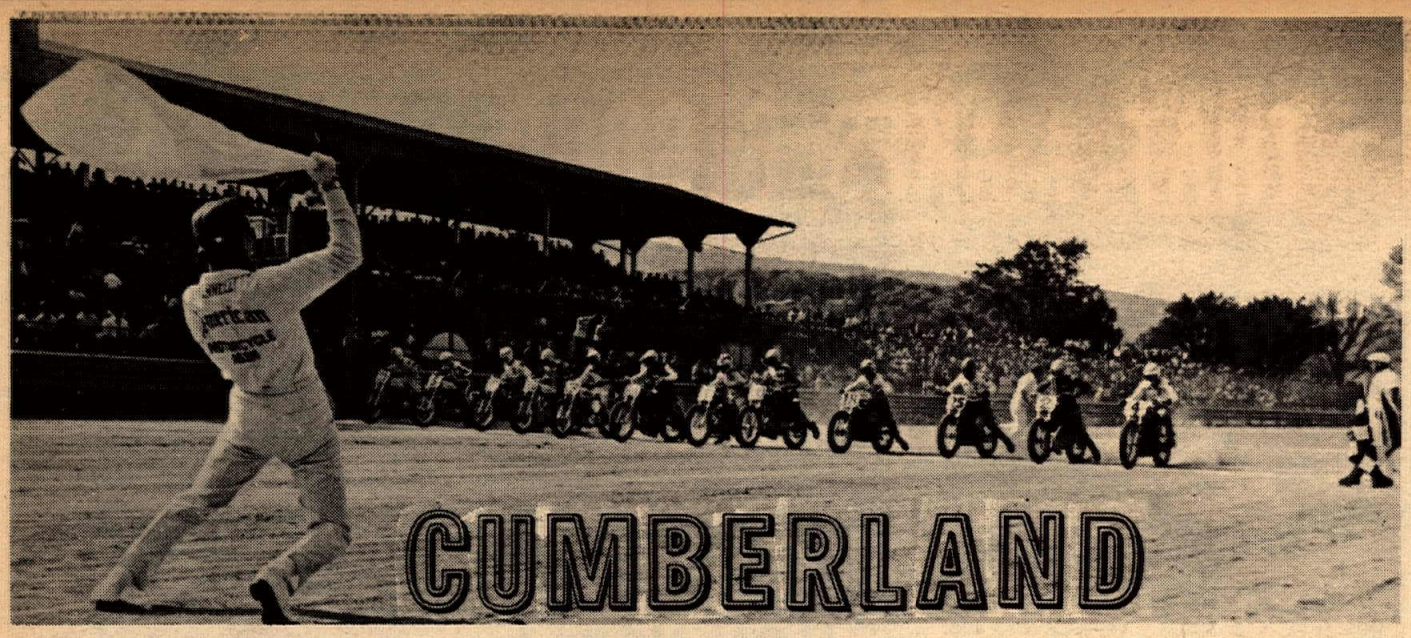


CUMBERLAND

Duke Pennell starts the Final.

Mert Lawwill proved the old KR has plenty of punch.

By Ed Youngblood
Photos by Robert Wuchter
and Bruce Foster

We've seen the new motors perform several times this spring, but the AMA National at Cumberland, Maryland was the first chance to see them in keen competition, piloted by the national riders. It was a humbling experience for prediction makers.

After watching the Palmgrens, Bob Sholly, and Gene Romero race at Cumberland last season, I would have predicted a three place Triumph sweep at the National, with a Harley rider doing good to place fourth. You can't say that the Triumph is that much better, but Cumberland seemed to have a quality that lent itself well to the 500cc Triumph's handling characteristics. Some tracks are like that. Louisville Downs, for example, is a Harley-Davidson track, and a Triumph rider really has to be on the bubble to get around with anything like the speed an H-D can turn. Cumberland looked like it was going to complement Louisville by providing a Triumph track for the National Circuit. Things didn't turn out that way.

Mert Lawwill and his KR both were in a fine state of tune. And Bart Markel also was turning the oval in fine form, as long as he had motor. Fred Nix doesn't like the hard clay groove of the Eastern tracks, so he chose to race out high where he could do his best sliding. When you consider how much further he was forcing himself to travel, it is evident that he too was turning good speeds.

Mark Brelsford took a while to get under way, but as the afternoon progressed his performance improved. Any first year Expert should be proud to place in the money against National competition.

The Triumph riders, as a whole, just didn't come up to what you would expect from their extra 150ccs. Eith H-D Racing Engineer Dick O'Brien has done spectacular things with the KR this winter, or the old 500cc Triumph was simpley better suited to the Cumberland track. There still may be tuning troubles with the 650, but whatever the reason, it just didn't look as good as it should have.

Romero is psyched up this year, and going strong. Chuck Palmgren also looks good. But Gary Nixon simple didn't have it for the National, and Larry Palmgren too had an unhappy day when you compare it with his previous performances at Cumberland.

BSA is going to win some Nationals this year. Of that we can be sure. Dick Mann, now that he is on a competitive machine, is making the youngsters take second thoughts about his age and ability. He knows more about making a BSA go than even the men at Birmingham, and he still can race with anyone.

Put two or three additional competent riders on Mann tuned bikes and there would really be some hair pulling in Baltimore and Milwaukee. We can only hope that BSA will finally get on the ball and act like they would like to sell a few bikes through racing.

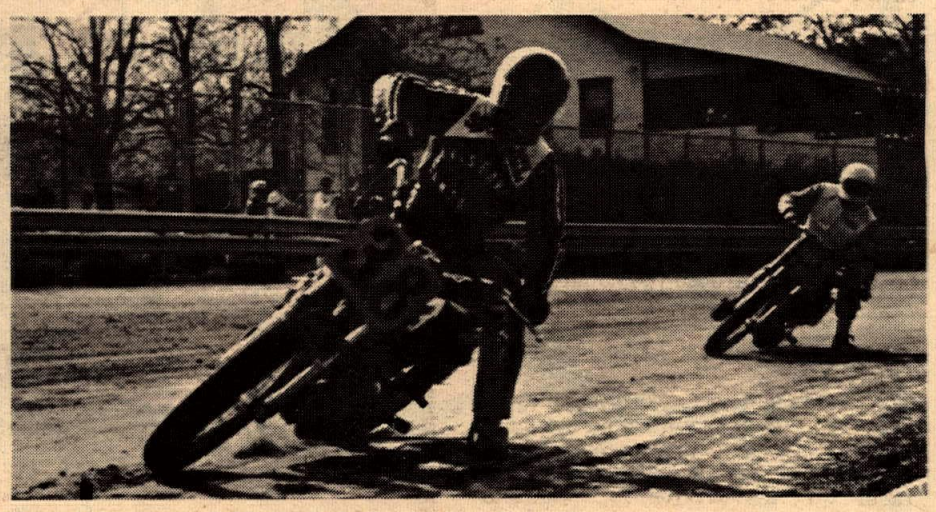
For years now it has been sad to see Mann flogging an old bike that the company wouldn't even provide parts for, much less sponsorship. Dick will probably continue to go on his own, but his efforts should be seriously studied now that the factory has a machine that is excellently suited to professional racing.

Neil Keen seems to have gone over to Triumph, but put him, Don Twigg and Dick Mann on factory sponsored BSAs, and something is bound to happen.

At any rate, the H-D-Triumph-BSA finishing order at the first half-mile National should be an indication of things to come. The summer of 1969 is going to be a competitive season on the AMA circuit, and we should not be surprised if Harley's biggest threat comes from BSA. Right now it looks like the KR still has too much punch left to be put out to pasture, but the new overhead motor just might be necessary before October rolls around.

(Complete results on page 20)

Action in the first lap of the expert final.



Dave Aldana leads Robin Martin in the Amateur Final. These guys are probably the best in the east and west.

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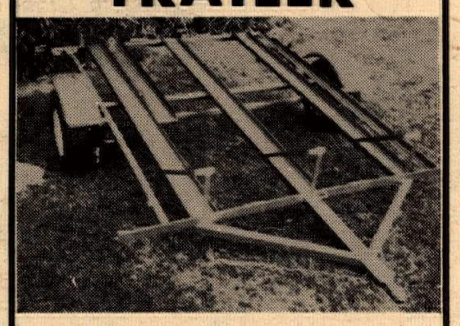

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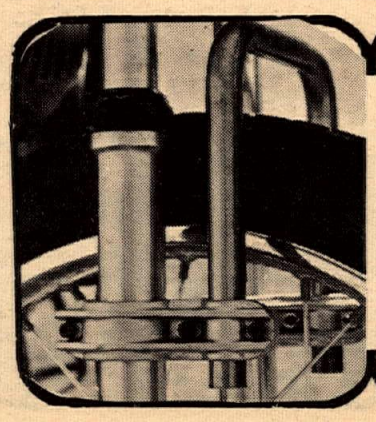

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SHORTSTROKE (continued)

four cylinder racers, claiming a fantastic 74 hp and are fitted with seven-speed gearboxes. Interesting point is they are another two stroke going to the oil pump lubrication. They join CZ and Yamaha as racing oilers.

Compulsory Safety First

In England another nail in the motorcycle's coffin was driven into the passenger on a bike. New regulations will force the bike rider to carry insurance for the pillion rider.

Of course this will cost extra, but the clincher is that everybody will have to have it – whether they carry a passenger or not.

The English, though, are stout people (living in England proves it) and have started a battle royal. They call it "opting out" and what it means is that they want the privilege of not taking the insurance and taking their chances. Not too much to ask really.

The Other Half

Eric Cheney is a special bits and pieces builder similar to the Rickmans. He works in the "other half" area – that is, he makes things lighter to improve the horsepower to weight factor rather than adding horsepower. He is an ex-motocross man and is known for his lightweight parts and excellent handling chassis.

Cheney offers lightweight alloy fork sliders, wheel hubs, fender brackets, clutch hubs and related and assorted parts. His chassis accept two strokes, Triumphs and Victor engines. He now becomes doubly important because he has added big bore Victor barrels to his line.

Two strokers may scoff at all this concern over a four stroke but despite having all those valves and cams and etc. but when punched out this is one four stroke that isn't dead yet.

Paper Tigers

The builders of those finely detailed model motorcycles, the Protar series, are to offer superb drawings of famous racing motorcycles. The drawings are on a card 12 c 18", suitable for framing and should please any motorcycle lover. The first four in the series are the Mk 8 KTT Velocette, the 1939 TT BMW, the 1957 Moto Guzzi and the AJS Porcupine.

Protar will be remembered for the exact detail and abundance of moving parts on their models – there are none better! Steens and Cycle World both offer the models and it is hoped they will see fit to offer the drawings. Prices should be fair indeed, around two dollars each.

Clymer on Metisse?

Evergreen Floyd Clymer, importer of Munch motorcycles (and many others), has had his factory heads meetings with the Rickmans. They viewed the two prototype Metisses with Munch's engines that the Rickmans assembled. One is a racer with the 8-valve twin which is descended from the old Horex motorcycle of the mid-fifties. The other is a similar engined (without the 8 valves) street machine.

Flip-Flop Tweedledee

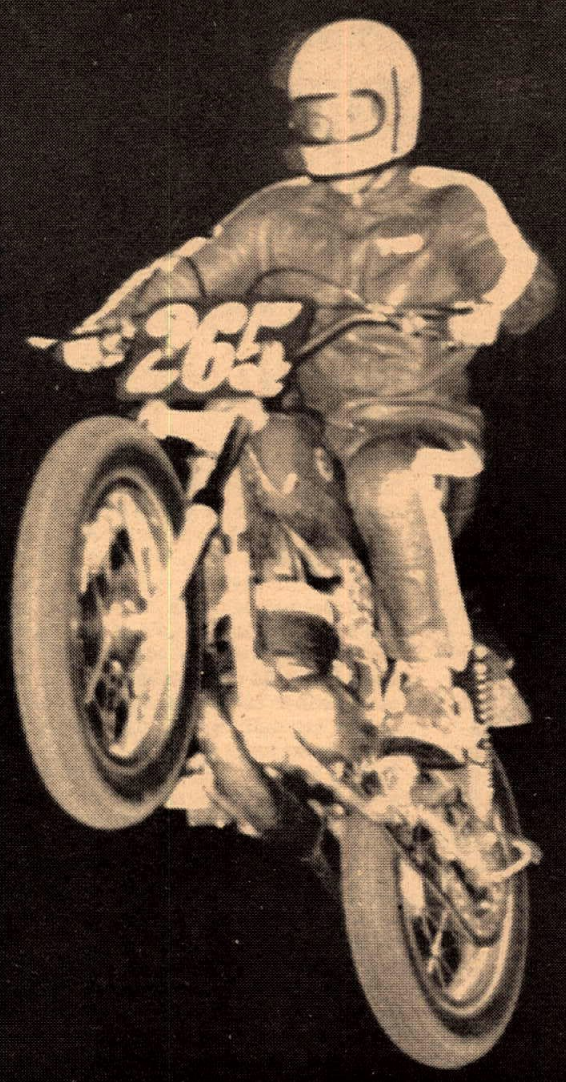
There is the AMA. There is also the world body, the FIM, and occasionally talk of a merger of the two. Very seldom, though, does one hear of the blunders and flip-flop policies the FIM seems to be capable of.

They recently had their big meeting and some of last year's rules have been thrown out already – even before they've had a chance to be applied! 'Ow's that, then? Big plan last year was to limit the world championship road race machines to make them more closely resemble production machines and give everybody a more even break (sounds like the AMA, eh?).

For instance, the big bikes were to have only two cyclinders, now it looks like it's OK to have four again. There was to be a weight minimum for 250cc machines of 220 pounds but now that doesn't seem to go anymore and the 198 pound limit seems better again. One wonders if the two cylinders and six speeds for little bikes will hold up. Only time will tell. One thing is for sure, builders will be waiting with baited breath to see if their new racers will be able to qualify. They can take heart though – sooner or later the rules will change and they'll be legal again.

Maybe all their trouble is because they have no leader for their Sporting Committee (they put off the problem of finding one another six months). Now if we only had a spare AMA executive to loan them.

THAT MAKES 6 GOOD REASONS



ASCOT TT WINNER

Ascot Park – 5/3/69
Novice Main Event
1st Tod Sloan – Bultaco PurSang
2nd Allen Kenyon – Bultaco PurSang
3rd Don Emde – Bultaco PurSang
4th Randy Ellis – Bultaco PurSang

Novice Trophy Dash
1st Tod Sloan – Bultaco PurSang
2nd Allen Kenyon – Bultaco PurSang

BULTACO (Built To Go) pursang

1969 Bultaco PurSang
34 H.P., 224 lbs., 5 speed
21" front wheel, 5-way adjustable rear shocks
telescopic front suspension –6½" travel, 55.9" wheel base

250cc Matador MK 111 Wins National Enduro

175 mile AMA National Championship Enduro – 5/4/69 – 1st A Lightweight, John Buffalo
1st Senior Class, Chuck Butz – Bultaco

TT Scrambles WINNER

Hollister TT – 4/27/69
200cc Nov. Class
1st Bill Cavanaugh – Bultaco Sherpa 'S'
200cc Am. Class
1st Dave Coffare – Bultaco Sherpa 'S'
250cc Am. Class
1st Karl Triest – Bultaco PurSang
250cc Ex. Class
1st Paul Johnson – Bultaco PurSang
375cc Ex. Class
1st Scott Diffenbaugh – Bultaco PurSang

Bay Mare TT – 5/4/69
100cc Comb. Class
1st D. Preston – Bultaco Lobito
175-200cc Am/Ex. Class
1st Steve Bast – Bultaco Sherpa 'S'
250cc Nov. Class
1st Jim Gresham – Bultaco PurSang

Motocross WINNER

CMC Night Motocross – 5/3/69
125cc Ex. Class
1st Tom Rapp – Bultaco Sherpa 'S'
2nd Gary Bailey – Penton
3rd Preston Petty – Sachs
4th Clase Nilson – Penton
5th Lars Larsson – Penton
6th Gene Cannady – Sachs

CMC Motocross – 5/4/69
125cc Ex. Class
1st Tom Rapp – Bultaco Sherpa 'S'
2nd Preston Petty – Sachs
3rd Lars Larsson – Penton
4th Gary Bailey – Penton
5th Mike Runyard – Sachs
125cc Jr. Class Div. I
1st Bob Vacca – Bultaco Sherpa 'S'

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CYCLE PROFILES

By Randolph Welles
Art By B.E.R. Service

A motorcycle means many different things to cyclists. To some it is a medium for the thrills of racing; to some it is a means of transportation; to others it is a source of recreation and participation in the outdoors.

But, to Derald Erickson, fruit grower in the Lower Tieton area near Yakima, Wash., the motorcycle is practically his staff of life.

His Honda 90 makes possible the successful operation of his 40 acre orchard. Without his handy "bike" it is doubtful that he could make a living from his farm.

His orchard is located in a low area, often hit by frost that could destroy his crops. Frost protection is the first line of defense for him against disaster, where the temperature frequently drops as low as 19 degrees.

DERALD ERICKSON

"Lots of people don't believe you can raise fruit under these conditions. The only way we manage is by using fans to pull warm air down from the higher levels of the orchard," Erickson explains. He has two powerful wind machines in his fruit orchard. One is a wind machine with a Ram-jet, which creates its own heat through its motors.

The Honda is his means of getting to his machines quickly when their operations are needed to save the crops.

Erickson has created numerous other devices and techniques which put profit into his orchard. But these would be useless if he did not have Honda, which he calls his quick and economical means of getting around those 40 acres. He has developed the skill of operating his cycle with his right hand only, leaving his left hand free to tote tools and equipment.

The lower acres of his small one-man (with the help of his wife) farm are planted in Red Rome and Winesap apple trees; and the upper acres in Red and Golden Delicious apples.

In between he has from 30 to 40 feeder cattle, comprising a rare combination of fruit and cattle.

To most people familiar with farming, they can't comprehend how Erickson can make a solid and comfortable living on his 40 acres.

They would understand if they realized how Erickson uses his Honda to quickly attend to any operations that may be required. According to any textbook on farming, he shouldn't be succeeding; but he is.

He says his Honda makes his profit possible.

It's the hired hand that does so much for him.

Adelanto TT "Thing Of The Times"

ADELANTO, CAL., May 4, 1969. So it rained Sunday, well the thing is to race anyway – and they did. The rain stopped at 10:30 a.m. The clay track was flooded, there was no sun and no wind so no chance of it drying.

We moved all the cars into the desert out front. Then limed the road and the trail all the way around the track around the pit – into the parking lot along the spectator area and back to the side road. A ruff scrambles – the sand packed from the rain – it was a blast!

Jeff Sexton of Lightweights M.C. ran away from the others in the 50cc class.

A new rider, W.D. Morgan of Lancaster with a pie-plate yet, really made a show by competing and staying in there against Bakersfield's fast Dave Sprayberry who took first place, both on Kawasakis in the 100cc class.

Charles Haycork brought a gang of friends after riding here at the Scrambles M.C. race because there is no other track like Adelanto. Chuck, in the 200cc won on a Bul. Glen Bolenbaugh, Yamaha took second with Don Leal Yamaha, third place.

We want to thank Mr. Sprayberry who kindly took Danell Jeffries to the hospital. The forty year young Jeffries broke his leg on only his second time out.

250cc rider Ron Powell, Kawasaki, won his class with Bill Hardin Suzuki, second and third Gary Schamel. Schamel and Bill Futton, Bultaco, all have to be mentioned because they made an exciting race.

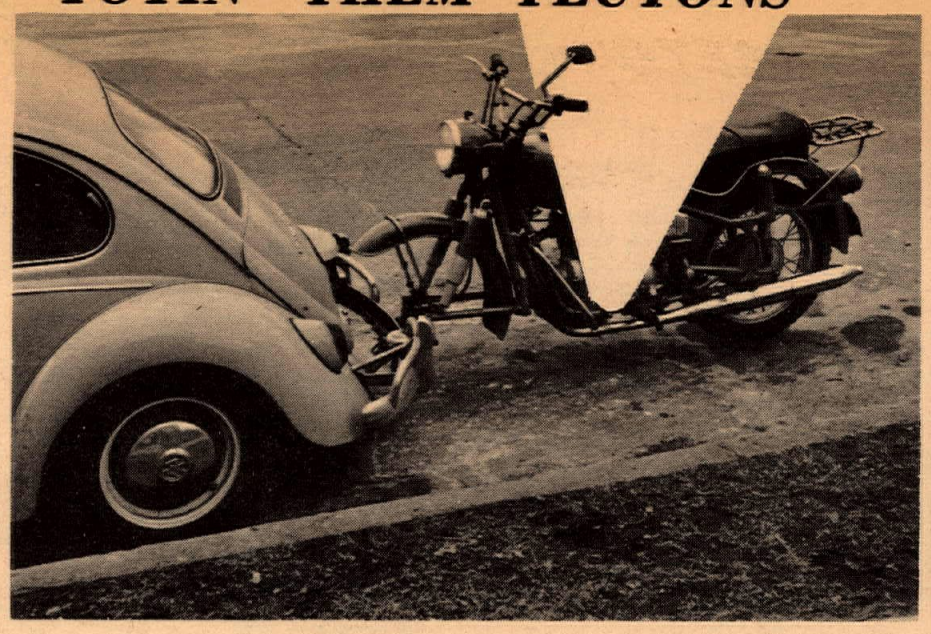
Montesa took first four places in 500cc class, all from Don's Cycle shop. Ned Bixby first – Don Williams second – third Woody Schamel – Gary Woods fourth.

When the races ended the race track had dried and now was perfect for riding so Mr. Redding said "Ride – do your thing – long as you want" and they did. After all that the women got to drive their cars home. Next race is May 25.

(Results on page 20)

Tony Denius broadslides around a sweeper at Adelanto Raceway. The clay track was too wet to race on so a new course was limed in the hard sand around the clay.

TOTIN' THEM TEUTONS



By Tommy Zweirader

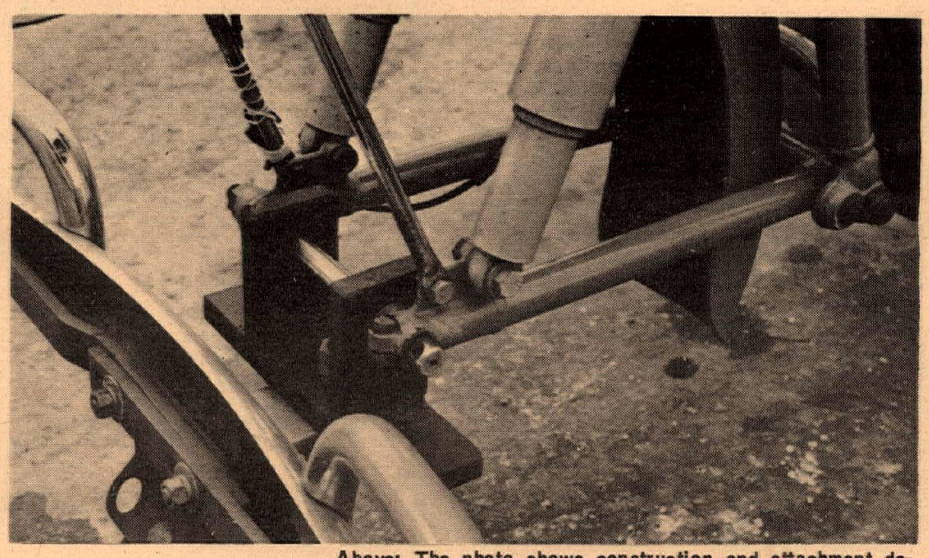
To build a suitable hitch for a BMW, start with a piece of heavy iron stock about twenty inches long. Cut off two four inch pieces and in one drill a hole the size of the left end of your front axle. In the other drill a hole the size of the right end of your front axle. In the center of the twelve inch piece over left over, drill a 5/8 inch hole. Now weld the two four inch sections (A) vertically to the long piece (B) equidistant from the center hole, so that your total width is just less than the space between your front fork swinging arms. Underneath weld two bits of right-angle stock (C) just the width of your trailer hitch tongue (D) so when it is all bolted down the bike hitch won't turn. Bolt it on, big axle hole to the left, put your BMW on its center stand, remove front wheel and brake, lift it up to the hitch by the fork arms (easier than you would think), and slide the axle through the holes and bolt up just as if you were mounting the wheel. You're ready to go, and it's cheap.

CHEAP! CHEAP! CHEAP!

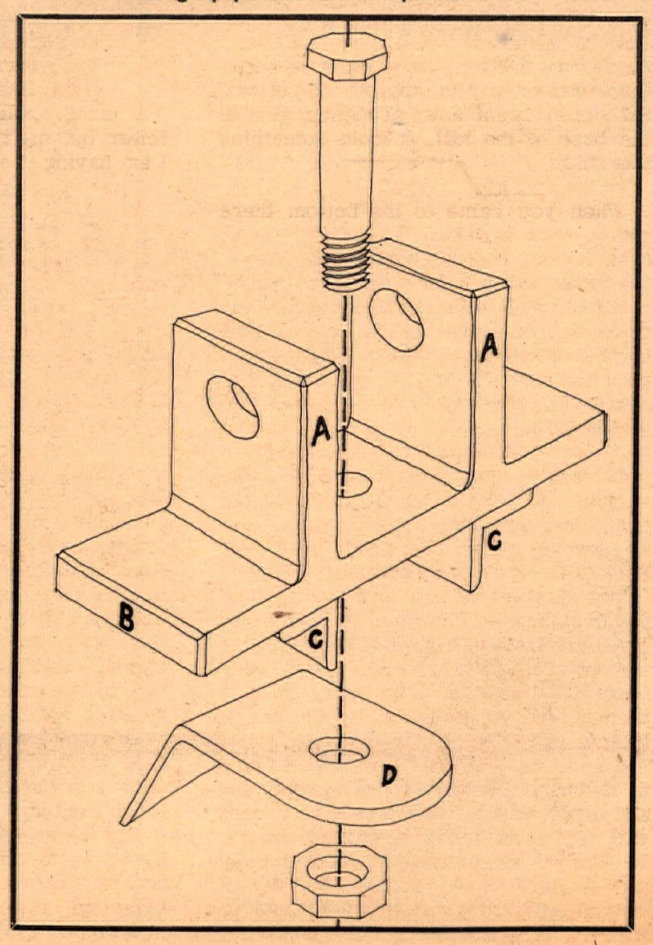
I spent less than $5.00 on the example picture, and $3.50 of that went for welding and drilling. If you have your own torch and drill-press you've got it made for about 6 cents per pound.

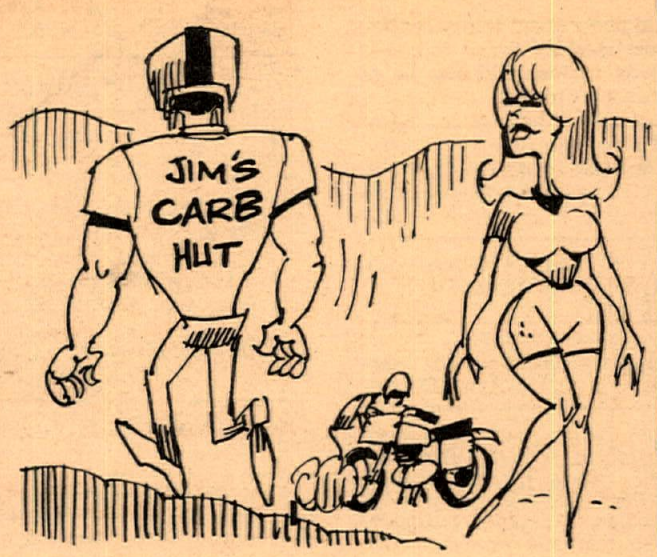
After about 2000 miles of hauling three different bikes, I've had no trouble. The bike follows nicely, works well on its own suspension, and there will be no wear on the front axle if everything is snug. Be sure to disconnect the speedometer, and forget the whole idea if your BMW has ever shown a tendency to jump in or out of gear. With any other motorcycle you could simply disconnect the secondary chain, but with a BMW something would have to come unglued if it were to jump into low gear at 60 or 70 mph.

The only thing wrong with this set-up is that you should never have to haul a BMW. That's why the people in Munich put out a contract for my life when I sent them drawings. But look at it this way, maybe you have a car you need to push?



Above: The photo shows construction and attachment details. The author has towed three different bikes with no trouble. Below: Dimensions are not given in the drawing. They will vary depending on the motorcycle you want to tow. The whole project shouldn't cost more than $5, less if you have welding equipment and a drill press.





Trojan Speedway Spiffy

Race fans driving past Trojan Speedway, alongside the Long Beach Freeway in South Gate, Calif. are glad in their hearts to see a new, bright sign and colorful banners dancing in the sun. Would that more race track owners redecorated their premises, or at least made them visible to the naked eye as Trojan owner Mr. Rene has done. Plan to enjoy the circus atmosphere there Thursday, May 15 at the Championship TT.

June Is Beautify Ascot Month

During the coming month, racefans are invited to bring a flag, poster, decal, banner or any other colorful decoration to festoon drab old Ascot Park with signs of gaiety. Cycle News has anticipated the month-long celebration by donating its bright white, blue and yellow show booth to beautify the premises. Readers are invited to begin this Friday night installing their donated decorations on the Cycle News booth along the Grandstand Walk.

Across From Candlestick Park

By Edward Hopkins

SAN FRANCISCO, CAL., Motocross races at San Francisco's speedway were terrific! The Lancers Motorcycle Club of Redwood City laid out a very fast course which includes a mudhole and three good jumps. To be a front runner here one can't be faint of heart.

Outstanding rider Phil Jacobsen, a junior, brought the fans to their feet during his first moto. He took a bad spill and lost much time getting back into the action; but when he did his green streak Kawasaki "red streaked". He commenced to get around the course faster and faster, passing one rider after another until he pulled up on the 2nd place rider Ben Cragian, also Kawasaki mounted, but the clock ran out. In his effort he set fast time at 1 min. 24 sec. for a full lap. Rick Lopez, Yamaha mounted, won the first moto. Phil Jacobsen won the 2nd moto by a wide margin, and also the trophy.

We were fortunate to witness very good racing in all classes. The Lancers M.C. ought to advertise more to the general public. They have a good thing going. Fans are looking forward to their next motocross races on May 11th and the 18th.

While sitting in the hot sun explaining to my body, Mike, the expertise of jumping, sliding, motocrossing in general, all of a sudden, blaring over the loudspeaker, a voice informed us that Champion Speedway is open to the public on weekdays and Saturdays, for the admission price of one dollar. "Oh boy, Dad, now you can show me in person!" I agreed to take Mike the following Tuesday.

All of a sudden it was Tuesday and he remembered! Gad, he's already loaded the pickup with his 120 Kawasaki and my 238. At Champion when we signed the "Releases" I was informed I'd have to go over the jumps and not around them, because re-entry to the track could cause injury to oncoming riders. I'm doomed, I've got to jump! I saw I was about to once again become the original "Flying Chicken". But I'm leaving something out.

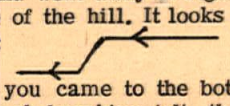
For Christmas my family chipped in and bought me a pair of European motocross boots. For some reason when a rider wears motocross boots it's like having notches on your gun. Well, anyway, unintentionally I came out of the chute onto the track crossed up, almost losing it on the loose gravel and heading at a very rapid pace towards the first jump. I could feel the eyes of the pitted riders fixing on me and taking my measure. I blasted past the pits, with the engine screaming, pulling jet like, ripping up the approach and flinging my mount into the blue.

As I soared thru the sky I wondered why my rear wheel was higher than my front wheel. "Bong", my bike turned into a pogo stick. Miraculously I stayed up, through no fault of my own. When I pulled into the pits, Mike informed me that I'd have to go faster in order to leave the ground. "What does he know"!

How I Went To Europe And Raced Motocross

Cont from Last Week

I will now tell you about the race last week. It was at Marouset near Braine-le-Compte, on Thursday, May 1st. We arrived Wednesday evening and looked the course over. It was all up and down, very steep hills. The traction was perfect! There was one down-hill that all the desert rats would have loved. It was 75 yards high and seemed nearly vertical. As you came up to the edge it was so steep you could not see over. The first four feet was a sheer drop, then the rest of the grade leveled off to an easy 89 degree decline. Once over the edge, there was no way to stop. At the bottom, the ground went away at right angles to the base of the hill. It looks something like this:



When you came to the bottom there was a neck-breaking jolt, then a right hand cover, and up another hill. I loved the downhill because it was so hairy.

It rained all night, so next morning the track was a mire rather than the beautiful traction of the previous day. During practice they cut out the big down hill because the promoters said it was too dangerous. In the race you had to hit the four big uphills in low gear, and drag both feet to stay upright in one of the ruts up the hill. It was so difficult that even Joel crashed several times, got stuck some places, and had to push over the top a couple of times also.

The first leg turned out to be my best performance in European Motocross so far. I got ninth in a field of over forty of the top European riders. I was very pleased. I am learning every race. I think I will be doing OK by the end of this season.

Cheri, my wife, has been a great help to me here. She does most of my typing and letter writing. If you receive letters with lots of mistakes, they are from me. We live in a fourteen foot house trailer and as you know, fourteen feet is not very much living space. Cheri puts up with it all quite well. She makes our little home very comfortable. At the races, she sometimes cleans my Husky between races, while I rest. This usually draws a crowd, and two weeks ago a newspaper took her picture while she was cleaning. Last week, during a race, she pointed out a faster line through some very rough sand, and I discovered I could go through there in third rather than second gear as on previous laps.

Give my regards to all the Cycle News people.

Russ Darnell

P.S. Please publish our address:
c/o Garage-Molly De Bruyne
Waaistraat 7-9
Gent, Belgium

I must apologize for not typing this letter but my typewriter blew a rod and I am having it repaired.

Russ

Cook Hot At Trojan TT

SOUTH GATE, CALIF., May 8 – Don Cook won his first trophy dash in the 250cc class at Trojan Speedway's Thursday night TT. Cook was up against two TT veterans in the main event, however, and was unable to equal his dashing victory. Track-wise Grey Cunningham took the prize, followed closely by Irwin Moon.

Hundred class honors again belonged to wily Paul Wilde and his fierce Yamaha. Ron Williams, on a Hodaka, was second in the main by only two bike lengths.

Trojan Speedway sportsmen were getting ready for the big 50-lap TT championship this Thursday night at the speedway by the freeway. First rider to finish wearing a sticker from Cycle Products West will get a cash prize. Pick up a free sticker by stopping in at the new CPW store at 11900 W. Pico in West L.A. (near Century City).

For close, rapid action, be at Trojan by 7 p.m. this Thursday. Parking is free and tickets won't break you. It is a refreshingly cheerful track, thanks to the new lights and decorations installed by the owner, and it's all over by 10 p.m. Pit gates open at 5:30.

(Results on page 20)

What Ever Happened to 83x?

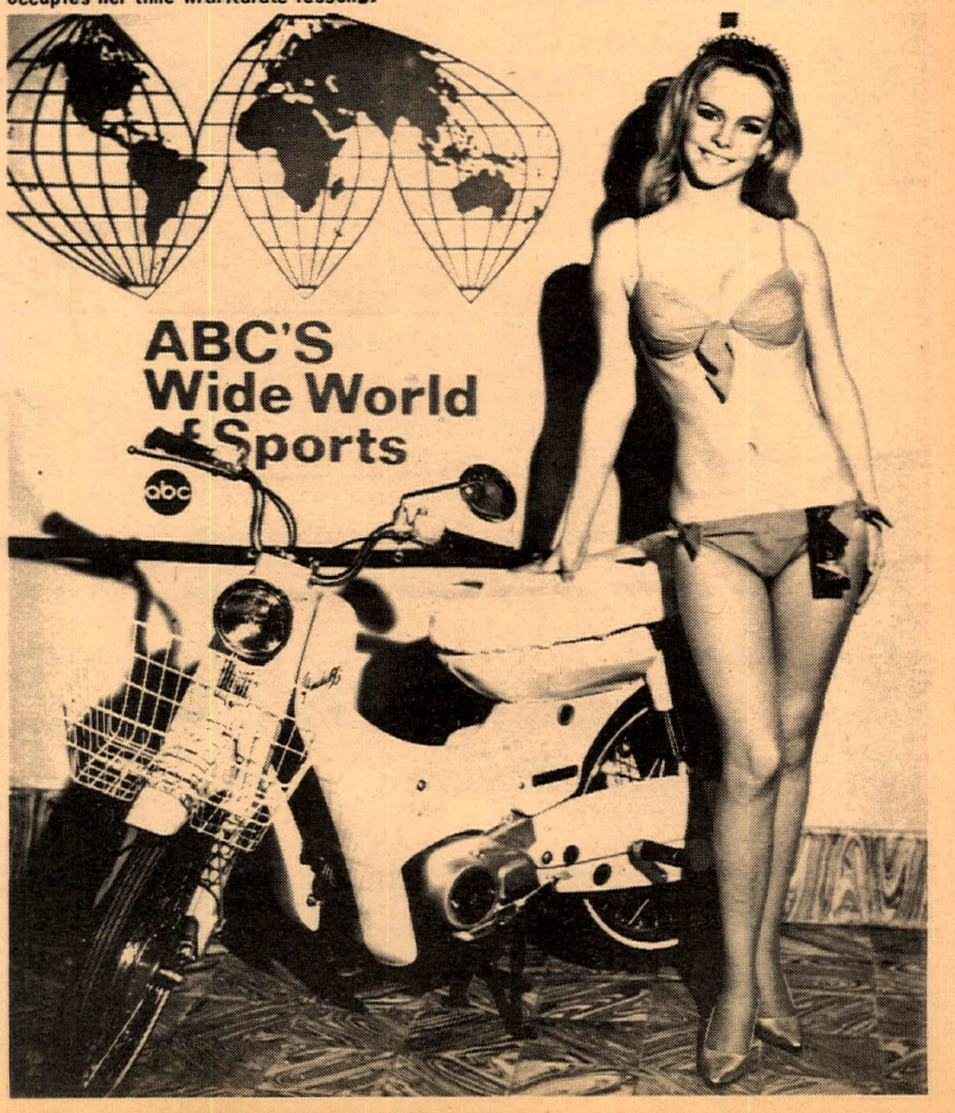
Mike Van Ness, professional racer number 83x from California is now a ski instructor, local motocross and road racing "champ" at Aspen, Colorado.

Chuck Jones Will Walk Again!

Good news from Australia concerning Chuck Jones: He is now sitting up in a wheelchair and the doctor has told him he will definitely be able to walk again. Chuck is now thinking of getting back to America as soon as possible.

BEAUTY QUEEN WINS YAMAHA

Kristina Nelson, a 17-year-old junior at Reseda (Calif.) High School, poses with her new "Lady Yamaha" (U5L Model), after being crowned winner and queen of the Third International Bikini-Beauty Pageant. The three-day finals were conducted at the Rosarita Beach Hotel in Baja California, Mexico. Kristina plans on making modeling a career, was chosen from among a field of more than 60 contestants. The 50cc Lady Yamaha was one of several first-place prizes offered in the contest, which was filmed on location by the American Broadcasting Company's "Wide World of Sports". When not modeling or motorcycle riding, the beautiful young queen occupies her time with Karate lessons.



"SUPER DEAL"
1968-1/2 Greeves 250cc Challenger, desert ready, concentric and monobloc carb., extra gearing, ports matched, skid plate, priced to sell. Greeves reliable. Call (213) 888-1693.

1966 TRI: 500 Rickman Metisse, $1700. (213) 346-4214 – after 6 p.m.

'64 GREEVES basket case – new eng., trans., ign., Filtron, comp. release, alloy tank. Needs $30.00 worth or work. Will sacrifice for $325.00 cash. (213) 444-4291.

YAMAHA AT1M. Expansion chamber by Bailey. Used once $33.00. (213) 679-8688.

HODAKA steel folding footpegs. Desert or moto-x. After 7 p.m. (213) 679-8688.

GARAGE SALE: May 17 and 18. Some 250cc Honda scrambler parts. Some English parts. 250cc Greeves motocross very clean, many extras $337.00. 318 E. Plenty St., Long Beach. (213) 423-6862.

WANTED: Triumph motorcycle mechanic. Guaranteed salary plus commission. Good working conditions, state qualifications. Write: Earl's Engine Service, 3106 Breard St., Monroe, La. 71201.

EAGLE MOTORS
Specializing in American Eagle Products
STREET ★
DESERT ★
MOTOCROSS ★

6032 Beach Blvd.
(2 doors off Artesia & Beach)
Buena Park, Calif. 90620
(714) 523-2752

BIKE TRAILERS custom built on hand, one three rail, one four rail $150.00 up. Phone (213) 631-3075.

SCUDERIA HUSQVARNA
All new models in stock, used machines, special engines built, modifications made, complete service, largest selections of parts available in So. Bay area. Torsten Hallman products. 1634 Pier Ave., Redondo Beach, (213) 376-5095.

PENTON THE WINNER
100cc – 125cc, ready to go – complete service. Scuderia Husq., 1634 Pier Ave., Redondo Beach, (213) 376-5095.

HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.

FOR A FREE SAMPLE COPY OF State Cycle News (the Eastern States Cycle News) send 15¢ in coin or stamps to State Cycle News, Amherst, Ohio 44001.

GET SOME FRESH HORSEPOWER
1969 Ace 100cc engines – 5 speed, wide ratio gears, available now at your Hodaka dealer.

MANAGER WANTED $1,000 A MONTH PLUS
Large Honda Dealer needs experienced manager. Prefer man 25-40 w/family and auto sales background. Wonderful future for self-starter, who has auto and cycle exper. Must be able to direct and manage people. Send resumé to P.O. Box E, c/o Cycle News, 6477 No. Long Beach Blvd., Long Beach, Ca. 90805.

FOUND, man's watch, Santa Maria Speedway, April 20th. Owner may identify and claim from: Ken Earnest, Lompoc Slo-Pokes M.C., 824 N. 6th St., Lompoc. Ph: (805) RE 6-6362.

TRADE: Velocette scrambler 500cc. All set to go for 8' camper shell. (714) 722-0309.

360 MAICO
1969 X4A ready to win. $795.00. (714) 638-9874.

'67 MAICO, excellent for Nov. motocrosser or serious cow trailer. Must accept best offer before May 16. (213) 923-3754.

I HAVE '64 V.W.-1500. Will trade for dirt bike. Call (714) 496-1209.

ATTENTION: Sidewinders M/C – Send riders – Layman Gattis needs help!
FAR WEST M/C

FOR SALE '68 Bultaco PurSang, fiberglass parts, also two 3-1/2 gallon gas tanks $30. ea. Phone (213) 337-6343.

BOOK: "HOW TO RIDE & WIN"
Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to -- How to Ride & Win. c o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

NOW BRIDGESTONE AT SUZUKI CITY
175 Street - $499.
1125 SO. LA BREA, INGLEWOOD
(213) 674-1431

FACTORY WORKS SCRAMBLERS RICKMAN METISSE * NEW
Built to racing spec's for top performance in Rickman Engineering competition shop. Rickman Magnesium hubs and forks, engines fitted to close 'ratio gear boxes. Cams, special pistons, carbs. Only a few will be imported. 500 Triumph $1,887, 500 Matchless $1,998, 600 Matchless $2,053, 650 Triumph $2,220. From Rickman Dealers or U.S. Dist. STEENS, INC., 1635 W. Valley Blvd., Alhambra. Calif. (213) 289-4351.

1969 BULTACO PurSang. Desert skid plate, Filtron filter, head drilled for compression release, perfect condition. (213) 596-7858.

HUSKY – PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Anta. (714) 531-9984.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS. P.O. BOX 621, GARDEN GROVE, CALIF. 92642. PHONE (714) 534-6390.

1965 YAMAHA 250cc FLATTRACKER... ready for short track or 1/2 mile. Sacrifice $195.00. (714) 842-3813.

360cc CZ SINGLE PIPE. Perfect condition $1025.00. (213) 436-1503.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles. Calif. Phone: 836-5211.

AL ROGERS – Salt Lake M.C. wants you – and our trophy. Call Jack Balmforth (801) 266-5581.

VAN-TECH HODAKA 100, 4 speed, Hockie cylinder, Mavrick shocks, extended forks, 19" front wheel, Akront, Crowell pipe $400. (714) 523-1526.

VAN TECH HODAKA
Excellent dirt mount – Sano $395. Girlings, etc., immaculate, super $600-700 invested. John Chambers (213) 254-1385.

'59 TRIUMPH 500cc 5TA just overhauled $400.00 or best offer. (213) 596-4685.

FOR SALE – 1967 Hodaka 90 set up for dirt. Runs good $260.00. (213) 427-8845.

'68 HODAKA 100cc, 5 sp., ready to race, fast & clean $400. (213) 374-7605.

45 INCH, DIRT Triumph. Cerianis, cam, everything. Santa Cruz. (408) 426-2151.

1963 H-D "KR" Flattracker. Fresh eng., new paint, race ready, extras $650.00. Bob Haynes #95y. (415) 364-1962.

45 INCH INDIAN V-TWIN
My personal bike, completely new axle to axle, built by the Chief himself, Sam Pierce. $1350 invested – yours for $995. Less than 25 miles, see at Eagle Motors, 6032 Beach Blvd., Buena Park. (714) 523-2752. Two doors south of Artesai.

'65 DUCATI 250 scrambler. Excellent cond., new paint and engine. Must sell $400.00 or best offer. (707) 422-1647.

'69 BONNY Carbs, new, never been used, cables and twist grip $40.00. Call (213) 547-5867.

'65 TRIUMPH TR6 desert or scramble $550. Extra tire & rim. (213) 222-2720.

AT1 MX YAMAHAS
Available for immediate delivery at Milne Bros., Pasadena.

WANTED
Man to run Service & Repair Dept. – fully equipped repair shop. Established 20 years in the Bay area. Must be able to take over complete repairs on BSA–Triumph & Suzuki M.C. Can make up to $300.00 weekly if willing to work. Send resume to Box A, 6477 No. Long Beach Blvd., Long Beach, Calif. 90805.

MECHANIC WANTED
Largest dealer in Pomona Valley. Honda, Triumph, Bultaco. Experienced only, top pay and benefits. Foothill Motorcycle Center, 1811 W. Foothill Blvd., Upland, Calif. (714) 982-8951.

BULTACO EL BANDIDO
"68" 360 – never raced, very clean, extra sprocket, skid plates. (805) 684-2243.

IF AT FIRST YOU DON'T SUCCEED – try reading the instructions.

250cc GREEVES 380cc
Nicholson's 11573 Van Owen, No. Hollywood. (213) 764-8674.

HUSQVARNA & PENTON available at Valerian's 2 Cycle City (213) 475-4541.

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

SALES EXECUTIVE seeks position in motorcycle field with major company. Experience in auto and real estate marketing. San Francisco Bay area ONLY. Send to Box F, c/o Cycle News, 6477 No. Long Beach Blvd., Long Beach, Cal. 90805.

'68 HODAKA ACE 100 engine, excellent cond. $80. Also extended Hodaka forks $45. (213) 868-1265 before noon.

1969 MAICO X4A rode three times. Extras $995.00. 1967 MAICO X3 just rebuilt 20 miles ago $525.00. Evenings (805) 964-2605 Santa Barbara, Cal.

TRADE 8' Hydro Plane for trail bike or ?? (213) 766-6582.

1968 YAMAHA 350cc, showroom condition, only 400 miles, for sale or trade. (213) 837-0403 or (213) 772-9340.

1968 HUSQVARNA 250 – excellent condition, extra gearing, jets, plugs, cables, bash plate, new rings $650 firm. (213) 324-7455.

GREEVES 360
late '68. Cherry. Skid plate, compression release, Filtron, 21" front wheel, down for low shift & more. Deliver to L.A. area $850. San Jose (408) 252-7374.

I AM A SOON to be graduating doctor and avid Motocross competitor (#35A, District 36), who will be starting my internship at Orange County Hospital in late June. As a new resident, I will not have but desperately need workshop space and storage space for my Yamaha DT-1 motocrosser, as well as comradeship with any local motocross riders. I hope a resident of the area around Orange or Saddleback Park would be kind enough to help me out at least temporarily. Thanks. Address: 490 Avila St., San Francisco, 94123. Benny Chien, M.D. #35A.

SACHS New Address
Specialist **CB Motors**
13537 Crenshaw Blvd.
Hawthorne, Cal. (213) 679-6550

United Motorcycle Enthusiasts
Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

YAMAHA – MAICO
Orange County Cycle, 205 No. Harbor Blvd., Santa Ana (714) 531-9984.

MECHANIC WANTED
Triumph & Yamaha. Apply at Bellflower M/C Shop, 9135 E. Compton Blvd., Bellflower, Calif.

MONTESA, SACHS, DUCATI
CAPPRA SPECIALISTS, COMPETITION SERVICE, INC., 1244 NO. GAFFEY ST., SAN PEDRO, (213) 547-2203.

'67 TR6C DESERT READY just overhauled. Many extras, make offer. (213) 423-8278.

Bultaco Repair & Hop Up Manual
Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

1968 BULTACO Bandido 360cc. 19 & 21" front wheels, skid plate, etc. Few races, excellent condition $750. 1965 Hodaka, street & dirt equipment. (714) 753-3345.

1968-1/2 MAICO X4, 6 months old, 5 ported, excellent condition $750. (Work) (213) 670-1515 Ext. 6029, (home) (213) 645-9664. L. Bennett.

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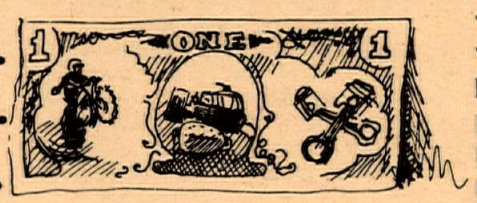

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'67 TRIUMPH TR-6, Ted Imports special. Must see to appreciate $850.00. (213) 780-7398.

YAMAHA 80 – With rake plate, skidplate, K70's heavy springs. New 3 way rear shocks, expansion-chamber, Gyt valve, 8" ground clearance. Excellent condition call (805) 252-1169 after 3 p.m. $200 or best offer.

1968 EL BANDIDO 350cc. Skid plate, Barnett clutch, comp. release, motocross bars, big seat, x-lent condition $750.00 cash. Lonny Walter (213) 869-5178.

SWAP 22' CABIN Cruiser – motor & trailer for TT racing cycle. Also have 59 Pont., 58 Chev., 305 Honda. Ray Cooper (213) 926-2929.

HODAKA 100cc $350.00. Yamaha 80cc $150.00. Desert ready. (213) 340-8470.

'48 MATCHLESS G-80, 500cc rigid frame with '56 G-80 engine. $300 or best offer. (213) 964-4796 eves.

BULTACO MATADOR Mark II. 250cc, early '68. Great torque, good speed, all stock equipment plus spares and compression release, few miles. Fullerton (714) 526-5819.

HONDA '67 305 scrambler. 3,000 total miles, like new, extras $450. (213) EX 7-4238.

FOR SALE: '68 Lobito, new seat, comp. release, fork brace, trials tires. Also '60 El Camino, chrome rims, floor shift, red line tires, TJ upholstery. (213) 394-5386.

Nutter Nabs Record At Saugus Speedway

By Mike Capalite

SAUGUS SPEEDWAY, May 9 – The throaty roar of the Class A fuel-burners once again broke the stillness of the night as they returned for another Friday night of exciting racing. The program was run in the style of an FIM race with each rider competing in a number of heats and transfering to the semi's by the number of points garnered in the heats. This gave each rider a chance to race against every other rider and also provided the spectators with some of the wildest speedway exhibitions to date.

Sonny Nutter, who has changed over from a JAP to an Eso after his impressive showing last week on a borrowed Eso, surprised the grandstands by taking the win in the style that won him the California State Class A Championship last year. Then to prove that it wasn't just luck, he proceded to go out in the very next heat race and not only zap Rick Woods, the U.S. Speedway Champion, but set a new track record of 1.01.36 in the seventh heat which he also won handily.

Jim Ashworth (Eso) was the only injury of the evening when he tangled with Bruce Haserot in a rather spectacular spill which resulted in Jim making the two-block trip to the hospital to get bandaged and to receive a tetanus shot. He was back before the races were over and is doing fine. As high point man this season, Steve Bast was determined to make a showing in his semi, and he disappointed no one as he battled wheel to wheel with Sonny Nutter in the first semi in such a display of rooster-tail spewing full-lock broadsliding that the cheers were equally loud for Nutter for finishing second as they were for Bast for winning.

The B main went to Mike Konle who has been showing a lot of improvement lately and will be one to watch as the season moves on. He took the win over Greg Haserot, Ron Miller and Bill Cofy, who was showing a lot of improvement and getting around good when he broke a rear chain and dumped it in a corner.

The A Main, although it was Sonny Nutter wire to wire, featured Steve Bast and John Carter having a battle royal for second place about four inches behind Sonny with Rick Woods right on their rear wheels, making a small diamond that could have been anybody's race. Woods moved up on Carter as Bast moved up on Nutter, but try as he could, Steve just couldn't get a wheel under him.

Sonny seemed to get a little better drive and it was this edge that took him across for the win with Bast second, Woods third, Carter fourth and Bruce Haserot emulating his brother's feat of the previous week and dropping it in the main to settle for fifth.

Desert riders who leave Friday and spend the weekend in the desert are making it to the Saugus races on Friday night and then continuing right on up to the desert to make it a really full weekend.

(Results on page 21)

'68 BSA 250 STARFIRE. (213) 248-5097.

HONDA DESERT – TT, 325cc, H & C cams, Barnett, Filtron, girling, four wheels, engine by Dick Brazas, Hauls ass, must see, firt over $400 takes. (714) 544-0363 – Tustin.

1969-1/4 360 MAICO X4A, only 6-8 hours. Postively the latest model available! Y. tank, M. ratio gears $895.00. Phone (805) 746-4058.

'68 MAICO 360cc X4 excellent shape, new clutch & coil $625.00. (213) 597-5806.

WANTED HODAKA REAR WHEEL
Call Pat (213) 870-8505 or (213) 545-1968.

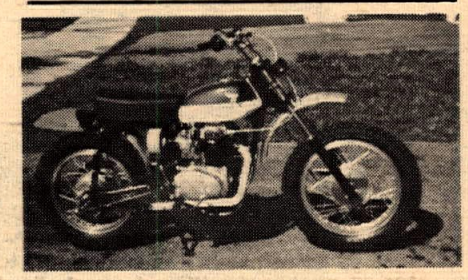
MOTORCYCLE SHOP LOCATION
Directly across the street from Ascot speedway. Commercial 50x240 lot, with a two bedroom house and double garage. Sell or trade. (213) FR 6-5057.

'67-1/2 BULTACO 100cc. Amal carb. girlings, Ti-cro forks, many extras. Over $800 invested $300. Dick Macormic 5431 W. 124th St., Hawthorne, Calif.

TWO RAIL Box Trailer $650.00. (213) 675-1922.

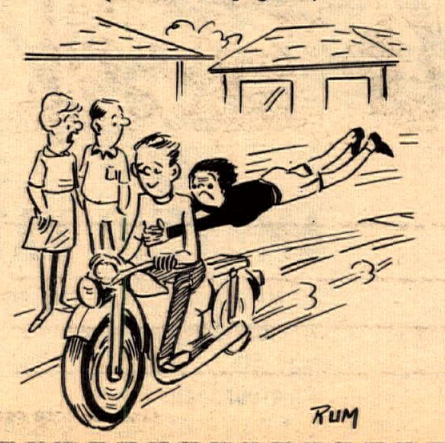
MATCHLESS 500cc dirt. Fresh everything, extra sanitary $300. (805) 526-0509.

'68 BULTACO Sherpa 200cc. All possible extras, micro seal, winner Hopetown, Elsinore GP. Gearing, jetting, tools $495.00. (213) 376-4073.



HONDA CL-350, Ceriani, Koni suspension, Akront rims, Hodaka seat, Magura controls, transistor ignition, custom Filtron air cleaner, plus much more. 285 lbs. $950.00 firm. Phone: (805) 968-4419.

NOISE ANNOYS
RIDE WITH REASON



"What these girls won't do now days behind their boyfriends back."

1968 SUZUKI X-5 production road racer $395. 1968 Kawasaki A7SS, only 2000 miles $595. Van Tech frame and some accessories $100. Call (213) 376-6031 mornings.

1967 MONTESA Diablo 250cc, like new, custom paint $400.00. (213) ME 0-3709.

'69 PENTON 125cc
Better than new. Extras include: Gardner carb., Filtron filter, five ported, Akront rims, number tool box and more. Drafted $700. (805) 967-5174.

'67 HUSKY, reblt. engine, Akront rim, custom seat...(213) 255-6811.

'68 TR6 front end, clean and complete $150.00. (213) 679-7742.

'67 TRIUMPH 650 completely set up, ready to race. Hepilite pistons, Cerianis front & back, Magura con., Akront rims, new tires, Bates seat, skid plate, high front fender, have to see to appreciate. Street extras $1050.00. (805) 965-2634.

CAMARILLO COMPETITION CYCLES
Husqvarna and Kawasaki. 2173 Pickwick, Camarillo, Calif. (805) 484-1213.

EXCEPTIONALLY clean 350cc B.S.A. New eng. & trans., clutch, brakes, forks & tires. Big sprocket & seat. Reconditioned throughout $450.00 or ? (213) 247-6787.

1969 PENTON two months old, alloy wheels. P.O. Box 835, San Luis Obispo, Cal. (805) 543-2458.

1967 MAICO 360. New dikes piston, tire, original owner, clean. (714) 526-5108.

HODAKA – 100cc 5 speed, straight cuts, Torque Engineering 5-port plus, Hodaka head, cleaner, Pyrolited piston, Moegan chamber, 21-18 wheels, Akronts, Roehr forks, girlings, tires, bars, levers, throttle, sprocket, chain, plate. Just built, very fast and reliable. Many, many spare parts – seat, tank, mags, clutches, crank, etc. Drafted – must sell. $1,200 invested. For sale $475.00 solid. (805) 824-2463 Russ.

YAMAHA 80 dirt special. Tuned pipe, 11-1/2 h.p. $200.00. (213) 344-6722.

1969 HUSKY 250 motocross. Call (714) 541-8820 evenings and week-ends. Perfect condition.

YAMAHA 250 5 spd. Needs rod brg. Enough spares to put together another bike. All or part. Also, racing fairing. Rob. (714) 629-0665.

WANTED
Bultaco motorcycle basket cases regardless of condition. Good prices paid for good stuff. (213) 734-4124.

WANTED Amal 1-1/2" G.P. carburetor. Call Guy (213) 583-0406.

1964 VOLKSWAGEN Pickup, low mileage, good condition $1000. Call (213) EX 9-4461.

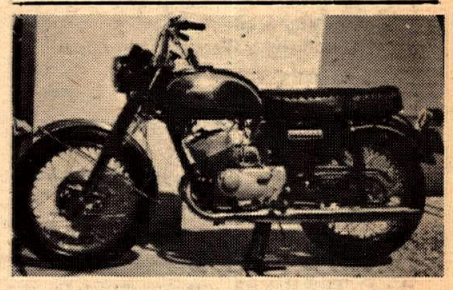
IMMEDIATE openings for experienced Triumph-Yamaha mechanic. Also salesman with above average sales record. Call (714) 533-1309 for appointment. Robert M. Lou, M/C Sales & Service, Anaheim, Calif.

TOP PAY FOR TOP MECHANIC
Excellent shop & dealer needs mechanic immediately. Knowledge of 2 & 4 cycle bikes plus good references a must. If you qualify please call (213) 473-6717.

DIRT RIDERS – HODAKAS
with Ceriani forks – $495. New Hotechs–Hodaka 100cc 5-speed, Van-Tech frame, Ceriani forks, girling shocks – $575. Van-Tech frame kits with Ceriani forks, girling shocks – $295. Brochure 25¢. BRER MOTORCYCLE SUPPLY, 164 N. Ninth St., #1, Laramie, Wyoming 82070, (307) 745-3537.

1968 BULTACO El Bandido – new top end $895.00. (213) 332-6247.

SUZ. X6 HUSTLER engine c/w carbs, came from crashed bike, 1500 miles, perfect 180 pounds. Also complete Suz. TR500 racing kit: barrels, h/c heads, exp. chamber, special pistons, brand new crankshaft. Does 1/4 in 12.2 Call Carl (213) 246-6978.



1969 KAWASAKI 350cc A-7. Completely ported with aluminum rotary valves, runs low 14:00 second E.T.s $50.00 and assume balance of $495.00. (213) 636-8854 or (213) 835-9850 – ask for Steve.

J.A.P. SPEEDWAY SCOOTER
Tube type front forks, Sonicweld rear section, 5 stud engine, this is a fixer upper, not a basket, must see, won't last long. Days (714) 546-2901, eve. (714) 642-3813.

TRADE – 22' Cabin Cruiser, with or without 170 h.p. Olds V-8 & velvet drive transmission, for late model big bike or ?? (213) 925-7382.

1968 350 HONDA 5 speed. Set up for road racing $450.00 or best offer. (213) 296-5325. See or ride any day (anytime).

1969 BULTACO PURSANG
Filtron air cleaner, compression release, ridden few times. Must sell. $675. A real bargain. Phone (213) 342-4231.

'56 FORD 1/2 ton P.U., 80% cherry, new; complete bed, wiring, hood, gauges tailgate, front springs & shocks, tires, radiator. 200 miles on 53 Cad eng. & much more $1100 invested in parts. $550 firm. Days (213) 886-7656, eves. (213) 671-1850.

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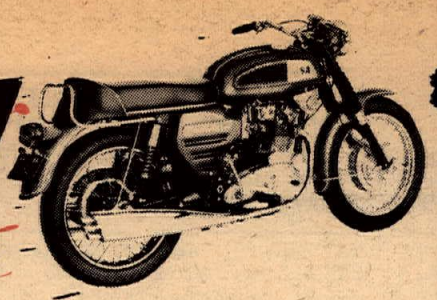


131.790

PRODUCTION MOTORCYCLE

RECORD SHATTERING

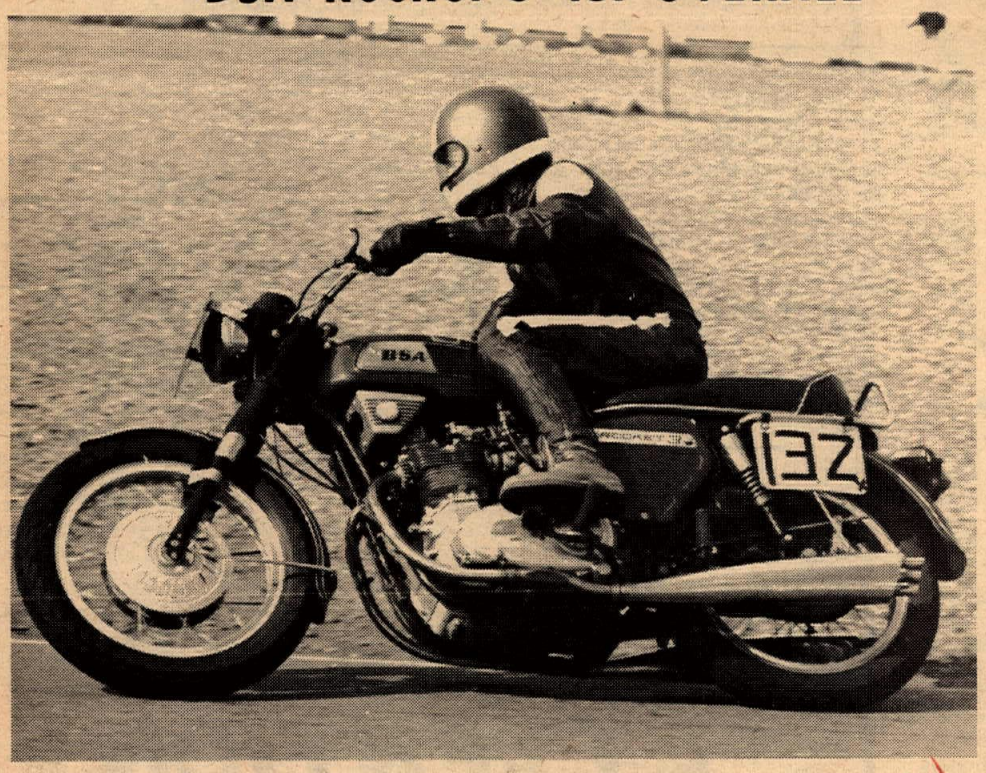
BSA Rocket 3 SETS NEW THREE-FLAG RECORD

A new Three-Flag Record of 23 hours, 35 minutes, has been established by Darrell Triber of Spokane, Washington, riding the BSA Rocket 3, 750cc motorcycle which, in its short existence, has already knocked several A.M.A. records out of the books.

Triber blasted his way out of Blaine, Washington (on the Canadian border) at 12.19 pm, Sunday, May 4th, with his departure time certified by His Honor, the Mayor of Blaine, and he hit Tijuana, Mexico, at 11:44 am, Monday, May 5th, in time to help the city celebrate its national holiday, Cinco De Mayo – with a California Highway Patrol officer at the border to attest to his arrival and the time.

Total distance covered . . . 1,394.5 miles!

BSA Rocket 3 1st OVERALL



Orange County International Raceway
May 4th
Heavyweight Production Class
MIKE KEEN – BSA Rocket 3 – 750cc

BSA 650 Lightning

AMATEUR NATIONAL WINNER

10 Mile National Championship
Cumberland, Maryland
May 4th
Amateur Main Event
1st DAVE ALDANA – BSA

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